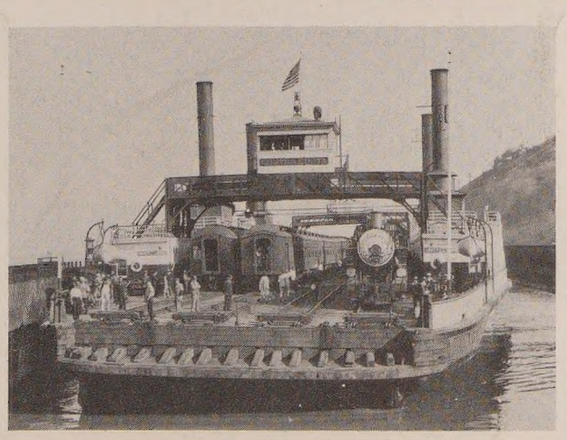
RAILROAD

JANUARY, 1965 MAGAZINE 50¢

JAN 5 VAN

Bound for a lakeside winter carnival at Barrie, Ontario, over the Canadian National is a load of excursionists from Orillia in the same province. The white flag whipping the breeze on the 4-8-4 type locomotive No. 6167 indicates a special train.



93 YEARS OF RAILWAY FERRIES across San Francisco Bay

by JAMES HOLDEN

STEAM DAYS on the LEHIGH VALLEY

by BERT PENNYPACKER

Adventurous Railroading and Rail Hobbies

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . have a fast growing income . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable . . the electric Foamovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . easy to start . . so easy to service that women dealers often do it. We prefer you have no experience . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of your services, builds your customer confidence and brings job leads to you.

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . **before** someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

•

Your Services Are Endorsed by McCall's Magazine, Amer. Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

•

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . .. to contact me, "if anyone could get it clean, I could".

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The value of your dealership and franchise **grows monthly.**

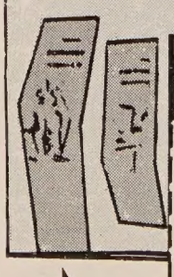
FREE BOOKLET tells how to Start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location should be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION



Mail this coupon TODAY

It may put you in business

Duraclean Co., 5-701 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ Zone____ State_____

Clip coupon—and take your first big step to real success! I.C.S., Scranton, Penna. 18515

Accredited Member,
National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS

Box 267, Scranton, Penna. 18515 (In Hawaii: P.O. Box 418, Honolulu. In Canada: I.C.S. Canadian, Ltd., Montreal.)

Without cost or obligation, send me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

Name of the course in which you are interested_____

Your name_____ Age_____ Address_____

City_____ State_____ Zip Code_____ Working hours_____ A.M. to_____ P.M.

Occupation_____ Employed by_____

Low rates to members of U.S. Armed Forces!
Special training programs for industry

Cast your ballot for a successful future!

236 I.C.S. COURSES

I.C.S. is the oldest, largest school of its kind. Over 236 courses for men and women. High school, business, secretarial, interior decorating, engineering. One for you. Direct, job-related. Bedrock facts and theory plus practical application. You learn from experts. Diploma to graduates.

Clip and mail the coupon **now.** You'll receive, absolutely FREE, 3 valuable booklets that have helped thousands. But don't delay. Cast **your** "ballot" for future success!

ACCOUNTING
Accounting
Cost Accounting
Federal Tax
General Accounting
Junior Accounting
Practical Accounting
Public Accounting

ARCHITECTURE AND BUILDING
Architectural Drawing & Designing
Architecture
Building Contractor
Building Estimator
Building Inspector
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning & Interior Design
Mason
Painting Contractor
Reading Arch. Blueprints
Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

ART
Amateur Artist
Commercial Art
Commercial Cartooning
Illustrating
Interior Decorating
Show Card & Sign Production
Show Card Writing
Sign Painting & Designing
Sketching & Painting
Painting for Pleasure

AUTOMOTIVE
Automatic Transmission Specialist
Automobile Body Rebuilding & Refinishing
Automobile Electrical Technician
Automobile Engine Tune-Up
Automobile Technician
Automotive Mechanic
Diesel-Gas Motor Vehicle Engines

AVIATION
Aircraft & Powerplant Mechanic
Introductory Aero-Engineering Technology

BUSINESS
Advertising
Basic Inventory Control
Business Administration
Business Correspondence
Business Law
Business Management & Marketing
Business Management & Production
Canadian Business Management
Condensed Business Practice
Industrial Psychology
Managing a Small Store
Marketing
Modern Executive Management
Office Management
Programming for Digital Computers
Programming the IBM 1401 Computer
Purchasing Agent
Retail Business Management
Statistics and Finance
Systems and Procedures Analysis

CHEMICAL
Analytical Chemistry
Chemical Engineering
Chemical Engineering Unit Operations
Chemical Laboratory Tech.
Chemical Process Control Technician
Chemical Process Operator
Elements of Nuclear Energy
General Chemistry
Instrumental Laboratory Analysis

CIVIL ENGINEERING
Civil Engineering
Construction Engineering
Highway Engineering
Principles of Surveying
Reading Highway Blueprints
Reading Structural Blueprints
Sanitary Engineering
Sewage Plant Operator
Structural Engineering
Surveying and Mapping
Water Works Operator

DRAFTING
Aircraft Drafting
Architectural Drafting
Electrical Drafting
Electrical Engineering Drafting
Electronic Drafting
Introductory Mechanical Drafting
Mechanical Drafting
Pressure-Vessel and Tank Print Reading
Sheet Metal Layout for Air Conditioning
Structural Drafting

ELECTRICAL
Electric Motor Repairman
Electrical Appliance Servicing
Electrical Contractor
Electrical Engineering (Power option or Electronic option)
Electrical Engineering Tech.
Electrical Instrument Tech.
Electrical Power-Plant Engineering (Steam option or Hydro option)
Industrial Electrical Tech.
Industrial Telemetering
Power Line Design and Construction
Practical Electrician
Practical Lineman
Reading Electrical Blueprints

ENGINEERING (Professional)
Chemical
Civil
Electrical
Mechanical
Industrial Management for Engineers

ENGLISH AND WRITING
Better Business Writing
Introductory Technical Writing
Modern Letter Writing
Practical English
Short Story Writing

HIGH SCHOOL
High School Business
High School College Prep. (Arts)
High School College Prep. (Engineering & Science)
High School General
High School Mathematics
High School Secretarial
High School Vocational

LANGUAGES
(Edited by Berlitz)
French
German
Italian
Spanish

LEADERSHIP
Basic Supervision
Industrial Foremanship
Industrial Supervision
Personnel-Labor Relations
Supervision

MATHEMATICS
Advanced Mathematics
Mathematics and Mechanics for Engineering
Mathematics and Physics for Engineering
Modern Elementary Statistics
Value Analysis

MECHANICAL
Industrial Engineering
Industrial Instrumentation
Machine Design
Mechanical Engineering
Quality Control
Safety Engineering Tech'l'gy
Tool Design

PETROLEUM
Natural Gas Production & Transmission
Oil Field Technology
Petroleum Production
Petroleum Production Eng'r'g
Petroleum Refinery Operator

PLASTICS
Plastics Technician

PLUMBING, HEATING, AIR CONDITIONING
Air Conditioning
Air Conditioning Maintenance
Domestic Heating with Oil & Gas
Domestic Refrigeration
Gas Fitting
Heating
Heating & Air Conditioning with Drawing
Plumbing
Plumbing & Heating
Plumbing & Heating Contractor
Plumbing & Heating Estimator
Practical Plumbing
Refrigeration
Refrigeration & Air Conditioning
Steam Fitting

PULP AND PAPER
Paper Machine Operator
Paper Making
Pulp Making
Pulp & Paper Engineering
Pulp & Paper Making

RAILROAD
Car Equipment Fundamentals
Motive Power Fundamentals
Railroad Administration

SALESMANSHIP
Creative Salesmanship
Real Estate Salesmanship
Sales Management
Salesmanship
Salesmanship & Sales Management

SECRETARIAL
Clerk-Typist
Commercial
Professional Secretary
Shorthand
Stenographic
Typewriting

SHOP PRACTICE
Foundry Practice
Industrial Metallurgy
Machine Shop Inspection
Machine Shop Practice
Machine Shop Practice & Toolmaking
Metallurgical Engineering Technology
Patternmaking
Practical Millwrighting
Reading Shop Blueprints
Rigging
Tool Engineering Technology
Toolmaking
Welding Engineering Technology
Welding Processes

STEAM AND DIESEL POWER
Boiler Inspector
Industrial Building Engineer
Power Plant Engineering
Stationary Diesel Engines
Stationary Fireman
Stationary Steam Engineering

TEXTILES
Carding
Carding and Spinning
Cotton Manufacturing
Dyeing & Finishing
Loom Fixing
Spinning
Textile Designing
Textile Engineering Technology
Textile Mill Supervisor
Warping and Weaving
Wool Manufacturing

TRAFFIC
Motor Traffic Management
Railway Rate Clerk
Traffic Management

TV-RADIO-ELECTRONICS
Communications Technology
Electronic Fundamentals
Electronic Fundamentals (Programmed)
Electronic Fundamentals with Electronic Equipment Training
Electronic Instrumentation & Servo Fundamentals
Electronic Principles for Automation
Electronics and Applied Calculus
Electronics Technician
First Class Radiotelephone License
Fundamentals of Electronic Computers
General Electronics
General Electronics with Electronic Equip. Trng.
Hi-Fi Stereo and Sound Systems Servicing
Industrial Electronics
Industrial Electronics Engineering
Industrial Electronics Engineering Technician
Practical Radio-TV Engineer'g
Practical Telephony
Principles of Radio-Electronic Telemetry
Principles of Semiconductor-Transistor Circuits
Radio Servicing with Radio Equipment Training
Radio & TV Servicing
Radio & TV Servicing with Radio Equip. Trng.
Second Class Radiotelephone License
Sound Systems Specialist
Telephony, Electronics and Radio Communications
TV Receiver Servicing
TV Technician

RAILROAD MAGAZINE

The Magazine of Adventurous Railroading—Founded 1906

VOL. 76, NO. 3 JANUARY, 1965 50 CENTS

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

ILLUSTRATED FEATURES

93 Years of Railway Ferries ..... James Holden 13
Steam Power on the Lehigh Valley ..... Bert Pennypacker 18
Interesting Railfans No. 25: Al Staufer 36
Traffic Problems of Megalopolis ..... Art Knowles 44

FICTION

Frisco Hotshot *(hobo story)* ..... Andrew A. Caffrey 48

SHORT HAULS

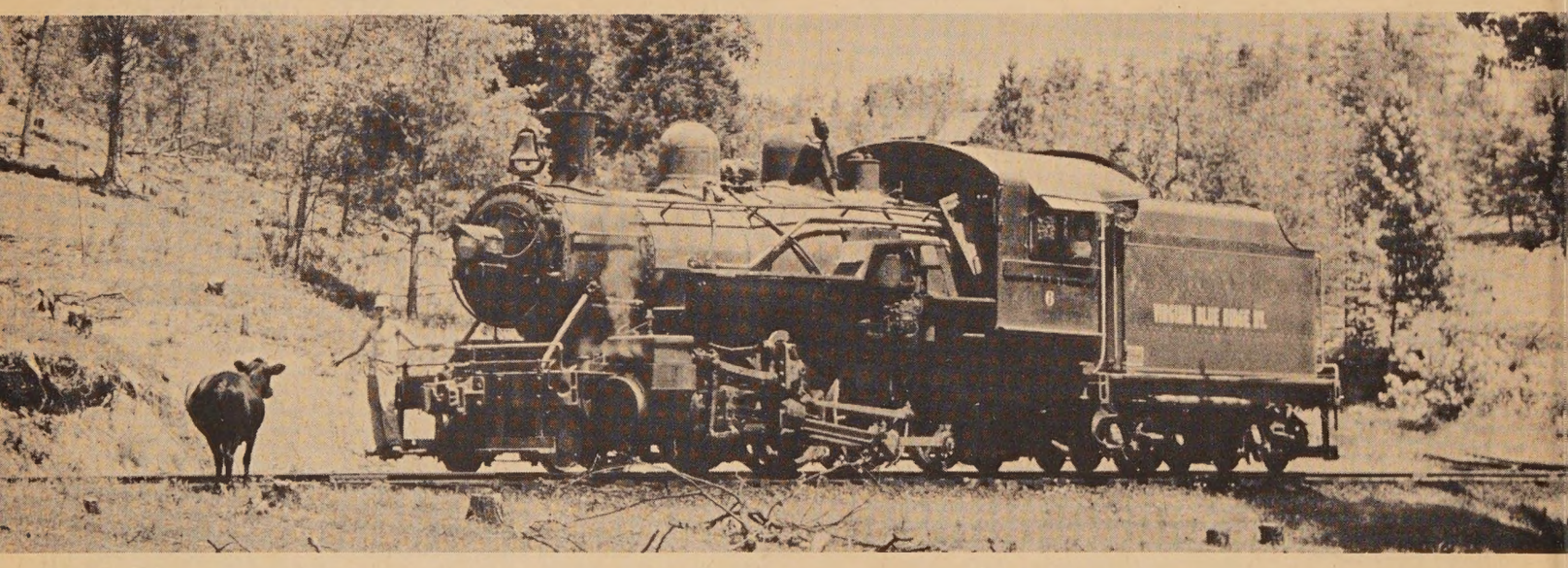
Along the Iron Pike *(pictorial)* ..... Joe Easley 35
The Passenger-Train Crisis 46
Rosters of Idaho Shortlines ..... Sy Reich 63

DEPARTMENTS

The Mail Car 6
Information Booth 29
Transit Topics 40
Railroad Hobby Club 54
Books of the Rails 61
The Switch List 63

What do you do with a cow on the track if the engine has no cowcatcher (pilot)? Scene on the Virginia Blue Ridge Ry. at Piney River, Virginia.

Photo by H. Reid, used in his book, "Extra South"



Next issue out around January 9th

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 40 East 50th St., New York, N. Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 159 So. Vermont Ave., Los Angeles 4, Calif.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado

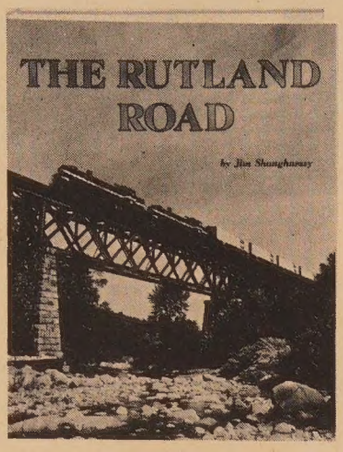
RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing office, Canton, Ohio.

Copyright © 1964, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.

Single copy, 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U. S. Patent Office. Address all correspondence to Popular Publications, Inc., 205 E. 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

Magnificent Christmas Books That Last Forever... a compliment to give or to receive

★ ATTRACTIVELY GIFT-WRAPPED AS AN ADDED SERVICE. NO EXTRA CHARGE



The Rutland Road by Jim Shaughnessy

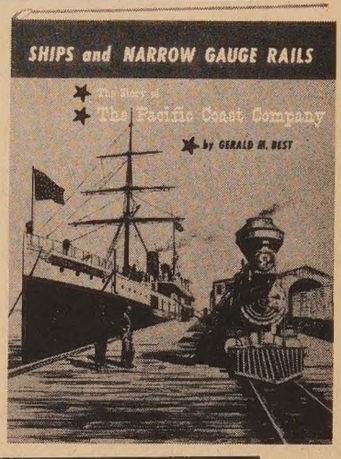
378 pages—8½x11"—468 illustrations—Rosters—Maps—Index

The underdog Rutland was a railroad that traversed Vermont and New York State, hauled milk, other agricultural products and marble. Originally, passenger operations were very profitable but these faded in the mid-fifties, along with those of most other railroads. The road lasted for more than a century under all kinds of management, flood, strike, bankruptcy, receivership and war. Presently portions of the railroad are being operated as a freight line, while others are being run as a tourist attraction. A real bargain at....$10.00

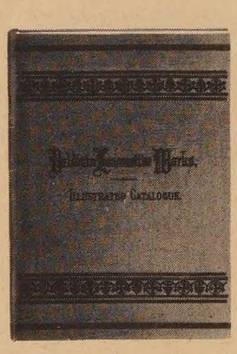
Ships and Narrow Gauge Rails by Gerald M. Best

160 pages—8½x11"—215 illustrations—Maps—Rosters—Index

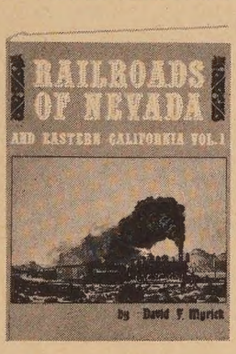
Here's the story of a fascinating rail-marine operation which blanketed the West Coast from Alaska to San Diego. It entails narrow gauge, standard gauge and steamships and was an important factor in the growth of the West. The book is wonderfully illustrated from the author's fantastic photograph collection, and meticulously researched. Gerald Best is a well-known railroad historian and photographer. $6.00



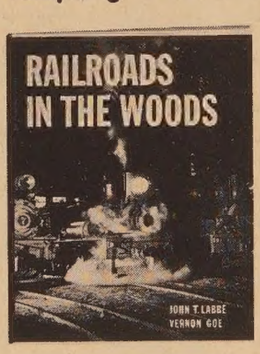
A visual reminder of "tempting to own" books, too good to miss!



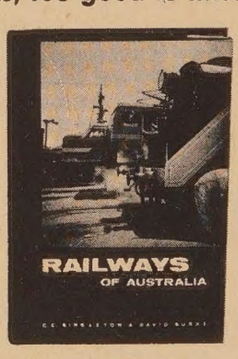
$10.00



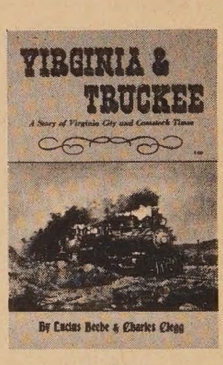
$12.50 ea. Vols. 1 & 2



$10.00



$5.00



$1.00

HOWELL-NORTH BOOKS • 1050 Parker St., Berkeley, California 94710

Please ship postpaid by return mail the following:

☐ The Rutland Road—Shaughnessy @ 10.00
☐ Ships & Narrow Gauge Rails—Best @ 6.00
☐ _____ ☐ _____
☐ _____ ☐ _____

My check for $_____ is enclosed. (No C.O.D.s please)

Name_____

Street_____

City_____ State_____ Code_____

at your local book store, or use handy coupon at left

☐ **please gift wrap**

THE MAIL CAR

Where editors and readers meet

OUR cover shot this month was made by Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. It shows Canadian National Railways engine 6167 (4-8-4 type) 4-8-4's, wheeling an excursion train out of Toronto to the Barrie Winter Carnival in Ontario on Feb. 16, 1964. The lead engine made what was probably her final run last September 27th with a fantrip of the Upper Canada Railway Society.

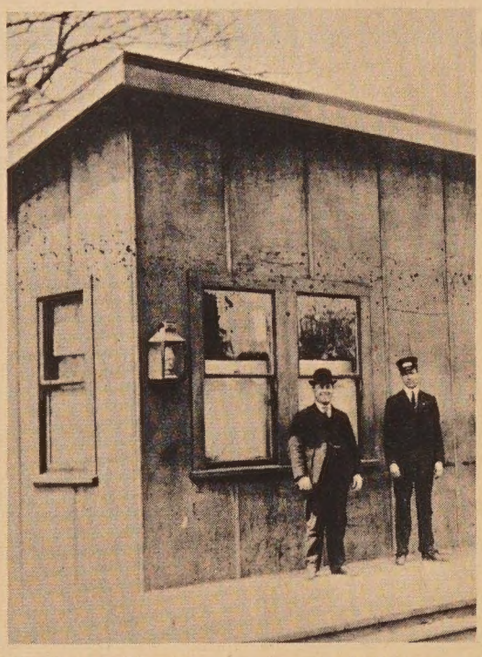
Mike is an agent-operator on the Erie-Lackawanna and a part-time commercial photographer. Born July 11, 1943, in East Orange, N.J., he took his first rail photo on the New Haven at age 12 and has since traveled much throughout North America in search of steam power. On a recent trip to Mexico he enjoyed running former Nickel Plate 2-8-2's over NdeM lines. Besides making and collecting steam pix, he collects steam loco parts, has a model railroad library and is a member of the Railroad Enthusiasts, Inc.

TIDBITS. "Steam trains no longer go to Hell," reports Joseph Fox of London, England, writing from the town of Hell in Norway. "The railway power serving this place (named for a word meaning Valley) is mostly diesel, partly electric."

Miss Louise Blue is chairman of the board of directors of the 47-mile Aberdeen & Rockfish Railroad in North Carolina. Possibly she is the only woman on earth to hold such a railroad job. Her father, John Blue, founded the A&R in 1892 to haul timber and turpentine from his mills.

Imagine a train wreck tieing up canal traffic! It happened the other day when a bearing broke loose from one of the cars on an eastbound New York Central freight at Welland, Ont., Canada, just east of the Welland Canal railroad bridge, derailing that car and four others. About 50 feet of track were torn up, which affected the bridge control.

Posing as a medical officer attached to NATO, handsome Carlo Donati of Milan, Italy, was riding a railway train in Sicily not long ago when he met Miss Maria Peluso, a cute raven-haired school teacher. He was 43, she was 24. It seemed to be a case of love at first sight. After a brief courtship, they went into a Catholic church in Messina, Sicily, to get married. But before the priest could pronounce them man and wife, police walked quietly up the aisle and arrested Carlo. He had previously married eleven times! Hereafter Maria will be wary of talking to strange men on trains.



Uniformed station agent Jack Haggerty (right) on the New Haven in 1906. Other man is Condr. Jimmy O'Donnell.

Argentine railways are having diesel trouble. Of 941 locomotives on that nation's rail system, 343 are out of service, reports *Rail News*.

Installation of 575 two-way radio units in New York Central locomotive cabs, completed last fall, enables enginemen on redball freights to speak with crew members in the caboose as well as dispatchers along the railroad's 10,000-mile right-of-way. The Central's 400 steel cabooses already had been equipped with two-way transistorized radios. No need for crew men to feel lonely.

Just over 400 miles in five hours and 20 minutes is the Soviet Union's fastest service. Recently introduced, the timetable provides a run giving speeds of up to 100 mph on track of welded rails.

Regarding our query about station agents being required to wear uniforms while on duty, the following comes from Jack Haggerty, P.O. Box 51, Boston, Mass. 02101: "In 1906, the year *Railroad Magazine* was born, I went to work for the New Haven as ticket agent and operator at the Dudley Street station in Dorchester, Mass. My first order was to buy a blue suit and I did do, purchasing and wearing a streetcar conductor's uniform. The road supplied a cap and badge." (See photo at left.)

Mike Eagleson made our cover photo.
John Briggs

We never expected to see the day when the Bangor & Aroostock Railroad magazine, *Maine Line*, would feature a bus (nothing else) on its front cover as it did Sept.-Oct. '64. Some time ago the BAR improved its passenger service considerably, hoping to lure travelers back to the rails. However, the public preferred the stink of gasoline on crowded highways; so the BAR, in disgust, abandoned its fine passenger trains and began running buses.

New York Central's old railroad depot in Niagara Falls, N.Y., has just been razed to make way for a civic auditorium to be built as part of an urban renewal program. The structure, 111 years old, has echoed to footbeats of millions of honeymooners and others who visited "the Falls." It was also a departure point for Civil War troops. James Glynn, an old passenger agent, found a 1908 timetable in the ruins.

Comment from Pakistan: "Whilst we consider that *Railroad Magazine* is most excellent, it would appear to be slanted too much toward the requirements of hobbyists," writes Col. A. R. Khan (retired), divisional manager, M.M. Ispahani Ltd., 7-A Shadin Bldg., Lahore, Pakistan.

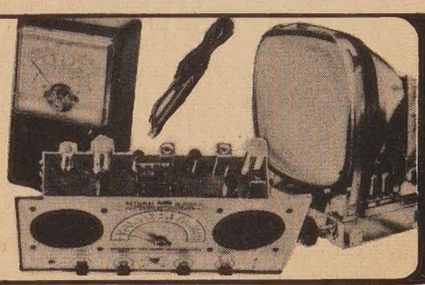
George Alpert, who was president of the New Haven from 1956 till it went bankrupt in 1961, his last salary being $60,000 a year, applied for $295,833 in pension benefits from the bankrupt line. This appeal was denied by Federal Judge Robert P. Anderson, overseer of the road's affairs, who said Alpert "has been fully compensated for the service he rendered." ●

Move Up Faster — Make More Money With N.T.S. "PROJECT METHOD" HOME TRAINING

Looking for your first real job in industry? Are you stalemated in a dead-end job? Or, are you being left behind because you're not up on new industry methods? Don't let technical progress — automation — pass you up. There's an N.T.S. Project Method training program to help you MOVE UP FASTER and MAKE MORE MONEY!

N.T.S., a leading technical school for more than 60 years, **shop-tests every lesson and manual.** Easy-to-follow lessons are fully illustrated so you can learn **fast.** Look over the big opportunity home study courses below. Choose your field! Check the coupon and mail it today! You'll soon be on your way to a high-paying new career!

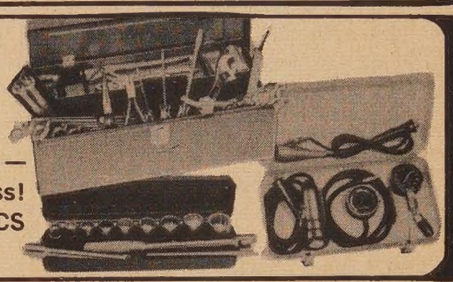
ELECTRONICS DIVISION



1. Electronics-TV-Radio Servicing and Communications
2. Master Course in Electronics-TV-Radio Advanced TV and Industrial Electronics
3. FCC License Course
4. Radio Servicing (AM-FM-Transistors)
5. Television Servicing (Including Color)
6. Stereo, Hi-Fi and Sound Systems
7. Basic Electronics
8. Electronics Math

Train yourself quickly for America's "big future" industry! BIG EQUIPMENT KITS come with many of the electronics courses — at NO EXTRA COST! NO KIT DEPOSITS REQUIRED — equipment is included with your tuition.

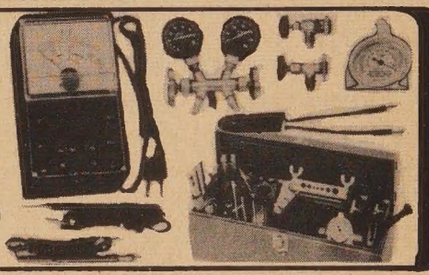
AUTO-MECHANICS DIVISION



1. Automotive-Diesel Master Course
2. Automotive Mechanics
3. Diesel Mechanics
4. Engine Tune-up and Electricity

Eighty million cars and trucks need maintenance! Here's opportunity for you — in manufacturing, in sales and service — in your own auto repair business! VALUABLE TOOLS AND EQUIPMENT COME WITH ALL N.T.S. AUTO-MECHANICS COURSES! NO KIT DEPOSITS REQUIRED — NO EXTRA COST!

AIR CONDITIONING — REFRIGERATION DIVISION



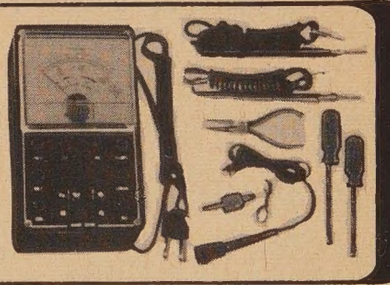
1. Air Conditioning-Refrigeration Servicing Course
2. Air Conditioning, Refrigeration & Electrical Appliances Master Course

Good income in installation & servicing homes, factories, schools, hotels & motels, office buildings, stores, cars, trains, buses and in servicing electrical appliances. The trained man in these fields is in demand! BOTH COURSES COME WITH BIG EQUIPMENT KITS AT NO EXTRA CHARGE. NO KIT DEPOSITS REQUIRED.

HIGH SCHOOL AT HOME

Learn easily. New modern method. National also offers accredited high school programs for men and women. Take only subjects you need. Study at your own pace. Latest approved textbooks — yours to keep — everything included at one low tuition. Check special High School box in coupon for full information.

HOME APPLIANCES DIVISION



1. Home Appliance Technician's Course

This complete course prepares you quickly for a business of your own or important jobs with manufacturers, distributors and retail sales service. You can earn while you learn by repairing appliances for friends and neighbors. TOOLS AND EQUIPMENT INCLUDED WITH COURSE AT NO EXTRA CHARGE.

Resident Technical Training at Los Angeles

You can take classroom training in our famous Resident School at Los Angeles in Sunny Southern California. N.T.S. is the oldest and largest school of its kind. Associate in Science Degree also offered in our Resident Program. Check Resident School box in coupon for full details.

SEND FOR FREE BOOK & SAMPLE LESSON

CHECK ONE ONLY

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

YOU ENROLL BY MAIL UNDER N.T.S. "NO OBLIGATION" PLAN. WE HAVE NO SALESMEN; THIS MEANS LOWER TUITION FOR YOU.

Accredited Member National Home Study Council

ACCREDITED SCHOOL · NATIONAL HOME STUDY COUNCIL · NHSC

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

NATIONAL TECHNICAL SCHOOLS, DEPT. 209-15
4000 S. Figueroa St., Los Angeles, Calif. 90037

Please rush FREE BOOK AND SAMPLE LESSON on Courses in the Division checked below. No obligation — No salesman will call.

- ☐ ELECTRONICS Division
- ☐ AUTO-MECHANICS Division
- ☐ AIR CONDITIONING-REFRIGERATION Division
- ☐ HOME APPLIANCES Division
- ☐ HIGH SCHOOL Department

Name_____ Age____

Address _____

City_____ State_____ Zip____

☐ Check here if interested ONLY in Resident Training at Los Angeles.

SMOKE ACROSS THE PRAIRIE

A New Book about the Union Pacific Nebraska Division—Omaha to Cheyenne

by James L. Ehernberger and Francis G. Gschwind

The story of 500 miles of 90mph main line plus many little-known rural branch lines chronicled in text and photo in this big 8½ x 11 book. 139 carefully selected photos lithographed on quality book stock for maximum fidelity of photographic reproduction. Handsome hard-cover binding with original cover illustration by R. E. Jensen. Here is an outstanding tribute to UP steam!

published by the INTERMOUNTAIN CHAPTER
National Railway Historical Society, Inc.
P. O. Box 921, Golden, Colo. 80402

$4.95 POSTPAID from the Chapter
(Colorado Residents add 2%)

1965 CALENDAR

11"x17" RAILROAD CALENDAR

11 Action photos of Steam, 2 Electric

IDEAL CHRISTMAS GIFTS

$1.25 each, postpaid plus 5¢ sales tax in Calif.

CALIFORNIA SOUTHERN RAILROAD MUSEUM
180 J Street, San Bernardino, Calif.

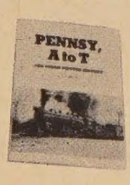
P & D CARLETON CONGRATULATES RAILROAD MAGAZINE ON ITS RETURN TO MONTHLY PUBLICATION — AND TO CELEBRATE —

WE ANNOUNCE A

SPECIAL SALE

READING STEAM PICTORIAL
by Bert Pennypacker
128 pages—8½ x 11 size
—Coated Paper—Soft Bound—Over 350 photos.
Priced at $7.00

PENNSY, A to T
by P & D Carleton
100 pages—7¼ x 10 size
—Coated Paper—Soft Bound—Over 143 photos.
Priced at $5.00



Both For $10.00
Offer Expires January 31, 1965

Postpaid from:
P & D CARLETON
305 HENRY STREET FAIRVIEW, N.J. 07022

ALTHOUGH Andrew Caffrey has been writing fiction since 1925 for a long list of magazines headed by *The Post*, the only story he ever wrote for us is "Frisco Hotshot," which we published originally in March, 1940. Born in 1891 at Lawrence, Mass., the son of a coal-yard operator, Andy had his first railroad ride on a car of black diamonds at the Caffrey siding. As a teenager he left home and turned to harvesting Kansas wheat.

"And that," he says, "is where I started working for the railroads. You see, a harvest stiff toils harder than a galley slave. Maybe a job will last him ten days. The next one may be several hundred miles north. Well, having a suitcase in hand, I had to spend most of my wages for railroad travel. But a harvest hand soon learns that he gets no place working for a railroad in that manner, so he tosses the suitcase away and starts letting the road work for him." That is to say, he rides the tops and the empties.

The ending of "Frisco Hotshot" is not pleasant. Hobo life itself isn't. Says Andy: "The average 'bo wears himself to the bone, rarely knows a full gut, and usually winds up in the morgue or on public charity."

Contradiction of a statement in our November issue that "Very few hoboes or bundle stiffs ride trains nowadays" comes from Walt Thayer, Box 75, Wenatchee, Wash., an ex-hobo and former Great Northern gandy dancer.

"Every year from early June till early November hundreds of bundle stiffs come to this area each week, mostly to work in the apple orchards," Walt writes, "and the bulk of them ride freights. Trainmen permit this practice because apple-packers help to create business for the railroads.

"I've seen very few female hoboes. Sometimes a man and wife will hobo together, the husband acting as protection against the danger of a *dingbat* wanting a woman, and the pair stay at a safe distance while in a large hobo jungle. Such items as Mulligan stews, day-old toppin's, back-door handouts, and a half-hour's work on the woodpile to earn your handout are as fresh in my memory as they were long ago."

NEWS ITEMS. Louisville & Nashville has a new road-rail truck, with gadgets to test rails for flaws, that can be driven on highways or rails, and has put it to work periodically inspecting all regular routes.

The Pennsy is equipping 63 more multi-level cars to carry autos, making 725 such cars in all. Its projected expenditure of $150 million for capital improvements this year is $30 million more than 1964's figure. The Keystone Road is buying 150 new diesels and 4,500 new freight cars and spending $5 million to expand its fast-growing Truc-Train piggyback service.

New York Central is getting 50 more diesels, $10 million worth (30 from General Electric, 20 from General Motors), and 500 new 100-ton covered hoppers to haul grain (at lower rates).

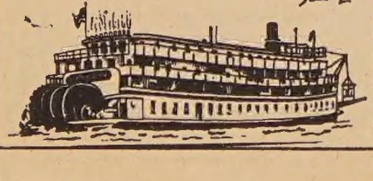
The Texas & Pacific, a Missouri Pacific subsidiary, has assumed control of three railroads comprising the 767-mile Muskogee Co. system: the Kansas, Oklahoma & Gulf (203 miles), the Midland Valley (335 miles), and the Oklahoma City-Atoka (104 miles). The last-named was sold immediately to the Santa Fe. •

BETWEEN two sections of a certain building that occupies a whole block in St. Paul a sturdy wooden door has been closed and securely bolted for 50 years. On one side are the Northern Pacific offices and on the other the Great Northern offices. Although both companies are in the same building, they have different addresses. The NP's address is Northern Pacific Bldg., 5th and Jackson streets while the GN is officially located at 175 E. 4th Street.

During those 50 years four attempts have been made to unbolt the door, figuratively and literally. If all goes well, some time this year Robert S. Macfarlane of the NP and John S. Budd of the GN will shake hands across the open threshold. Mr. Budd will sit down in Mr. Macfarlane's office with H. C. Murphy of the Burlington, N. S. Westergard of the Spokane, Portland & Seattle, and a few other rail officials. In spirit the towering ghosts of Jim Hill, J. P. Morgan, and Henry Villard also will be present.

It will be one happy family, representing the nation's biggest rail system. Although the Interstate Commerce Commission has not yet given final approval to the consolidation of these great roads, one of its examiners, Robert H. Murphy, has approved it. The ICC has been merger-minded in recent decisions. Its feeling, like ours, is that railroads are no longer a monopoly; they must now join hands to strengthen

REAL STEAM CALLIOPE RECORDINGS



DECCA No. 9-38231 (45 RPM) recorded aboard Sternwheel Steamer DELTA QUEEN by Professor E. Jay Quinby and Billy Menke. Traditional Steamboat Tunes and the big Steamboat Whistle. $1.00 Postpaid. Write
GREENE LINE STEAMERS, INC. 327 Public Landing • Cincinnati 2, Ohio

Make $3 to $5 an Hour Starting Soon

Learn Radio-TV, Electronics-Automation by Practicing at Home in Your Spare Time

If your problem is "How can I get my hands on more money fast?" mail the coupon. Electronics—America's fastest growing industry—needs more and more skilled technicians. The NRI catalog you'll get opens your eyes to the wide variety of success opportunities in the wonderful world of Electronics—tells how you can make $3 to $5 an hour extra in spare time as you train at home.

Move Ahead in Fastest Growing Industry

You can be your own boss in your own TV-Radio Servicing business. Or you can be a part of the automation "revolution" in business and industry. Or you may want to get into the fascinating fields of broadcasting-communications. Your choice may be to take part in the space race, working on missiles, rockets, satellites or other government programs. Or, an understanding of computers may soon be necessary in your present work

Revolutionary "3 Dimensional" Method

Celebrating its 50th Anniversary, NRI recently announced its "3 dimensional method"—the ultimate in home study. It's the result of NRI's half century of experience simplifying and perfecting train-at-home techniques. Catalog gives you complete information. Read about the exclusive achievement kit NRI sends you the day you enroll. It gets you off to a fast start. Read about the custom designed electronic equipment NRI gives you at no extra cost. It's actually fun and easy getting practical experience this way. Things you build, tests you make, bring to life what you read in NRI's unique, "bite size" lesson texts.

You Choose From 10 NRI Training Plans

Whatever your interest, whatever your age, whatever your education, NRI has a training plan to help you realize your ambition—even if you don't intend to make Electronics a career. Don't delay. Electronics-Automation, TV-Radio are fast moving fields—the fastest. Find out how you can be a part of the Electronic Age—starting soon. Mail coupon now. NATIONAL RADIO INSTITUTE, Electronics Div., Washington, D.C. 20016. No salesman will call—no obligation.

Thousands Owe Success to NRI

F. W. COX, Hollywood, Calif., averaged $150 a month spare time while training, now has his own full time TV-Radio service business. ALLAN R. TOWNSEND, Topeka, Kan., is a missile officer at Atlas ICBM site, fixes radios and TV sets spare time. R. L. WOOD, Fargo, N. D., got his FCC license and is Master Control Engineer with KXIB-TV. J. J. JENKINS, San Diego, Calif., says his NRI training is priceless. He is Frequency Coordinator for the 11th Naval District.

Our 50th Year of Leadership in Electronics Training

Mail Now for FREE Catalog

National Radio Institute, 232-015
Electronics Division, Washington, D.C. 20016

Send me your FREE Catalog. (No salesman will call.)

Name_____ Age_____
(Please print)

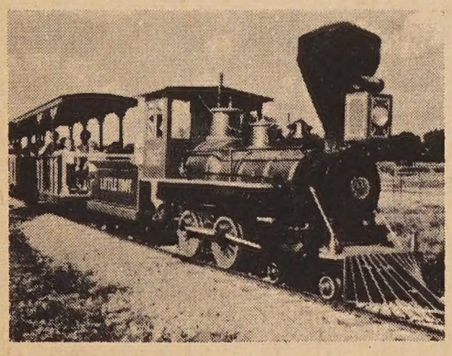
Address_____

City_____ State_____ Zip_____

ACCREDITED MEMBER NATIONAL HOME STUDY COUNCIL

REAL STEAM TRAINS

15" – 16" – 24" –36" GAUGES



"LITTLE TOOT"

CROWN METAL PRODUCTS CO.
WYANO, PENNA.

Send for FREE circular

RAILROAD EMBLEMS

(CLOTH PATCHES)

List now includes more than 175 road names, some very rare.

Send 15c in coin or stamps for illustrated catalog.

M. B. AUSTIN

P. O. Box 904 San Mateo, Calif.

STEAM AND TROLLEY

Slides For Sale — rare old items, diesel and scenic, too. Customers say: "Finest I've seen"; " . . . truest colors"; " . . . sharp and clean"; " . . . very durable"; " . . . best service"; " . . . fabulous choice." List of your favorite roads and sample slide, 35c.

THIRTY-FIVE SLIDES

Box 2222 Green Mountain Falls, Colorado 80819

BUILD ROMP & RIDE

A 14 foot lawn mower engine powered miniature train offering family fun at its best! No track, operates at 3 mph on lawns, drives etc. No machining or welding. Simple tools and locally available materials make this an ideal home project. "Plans Packet" of step by step instructions, photos, materials list and complete drawings — only $3.50 postpaid.

ROMP & RIDE MINIATURE TRAINS
901A Cole Dr. SE, Huntsville, Alabama 35802

Invest In Tomorrow, By U. S. Savings Bonds Today!

their position against unfairly-subsidized competitors: the truckers, barge lines, buses and airlines.

This year the ICC is expected to authorize a merger of the three systems into the Great Northern Pacific & Burlington Railroad.

Each railroad merger unhappily cuts some men, but relatively few, off the payroll. This is a tragic addition to the nation's unemployment problem. At the same time, however, it makes the jobs of the others and the jobs of railroad workers in general more secure by strengthening the industry which employs them. •

MEMORIES of his days and nights and years in engine cabs on the Great Northern fill the mind of Charley Cone, now 83, who lives in Troy, Montana. "Every trip was a new experience, an adventure," he says. "I will never forget especially my old 1459 careening through the mountains with the *Yellow Streak*, a mail train of 50 years ago: the roar of the fire when the firemen shoveled in coal, the hissing steam, the chatter of the exhaust, the pounding wheels and flaying side-rods."

Charley was pulling the *Empire Builder* in 1951, when he retired after 53 years of continuous service on the "Big G," service that began away back in 1898 when he hired out as a call-boy and engine wiper at the then-new Kalispell roundhouse.

But Charley's love affair with the Great Northern really started at the age of ten. His stepfather was then a foreman on the construction job which built the road from Kalispell to meet the completed line at LaClede, Idaho, and in 1892 Charley's playground was the roundhouse and material yards. Sometimes he was allowed to ride engine cabs.

In those days Kalispell was the headquarters for the construction job, with materials, supplies, and extra gangs based there. The boy watched Troy become a railroad town. When his family first arrived, there were no yards, no rails, just a hotel, a barber shop, and "Doc" Sailey's general store; and Charley was the only boy in town.

He kept busy and amused watching the teamsters with their horse-drawn plows toiling day after day smoothing out a roadbed for the steel rails. Right behind them came Italian and Greek tracklayers and then the patient Chinese loading and unloading the ballast by hand. As the laborers moved along, they would build small rock ovens in which they baked batches of bread. If you look closely even today, you can see many of those ovens on the right-of-way.

The bridges, Charley Cone recalls, were all hand-hewn from timber found along the line. This fact limited the size of the locomotives, many of which were leftovers from the Civil War. The old engines proved light enough to make the crossings until the bridges could be reinforced in later years. Charley tells the story of the hand-hewn bridge in Glacier at Two Medicine which stood 215 feet high. Wind would roar through the canyon and the bridge would drift six feet out of line and then swing back, while the engines stood waiting to cross safely.

Charley's first railroad job paid him $37.50 a month for a 12-hour day and a six-day week. In 1903, after working as a fireman, he was promoted to the right side of the cab. But his happiest experience, he says, was the day he got his first passenger locomotive and at the same time a handsome increase in salary, his pay then being $130 per month.

Many years later the Great Northern was dieselized. Charley never liked that. "The thrill of being an engineer faded when I climbed into a diesel cab," he told Dorothy Roth, a writer for the *Spokane Chronicle*, from which we picked up the foregoing material. "I never enjoyed running diesels." •

CONWAY YARD, near Pittsburgh, the world's largest push-button freight-marshalling center, has a new operational diesel repair shop that is handling almost four times as many locomotives as previously received monthly inspection and repair at this location. The modern Pennsy facility provides periodic servicing for nearly 600 diesel units—about half of the railroad's freight-haulers and about 90 switcher units. It permits concentration of monthly repair work previously done at several locations on the railroad.

The first station in the process line incorporates a Pennsy-designed jet spray engine-washing machine. Instead of the diesel unit moving through the machine, the machine moves over the unit. A modern spectograph laboratory examines samples of lubricating oil from shop-bound diesels. Tell-tale traces of various metals, water, or fuel oil in the crankcase are quickly detected and measured, pointing to specific defects or points of wear throughout the engine. Within minutes, quantometer, flashpoint, and viscosity tests produce information which often means the saving of thousands of dollars in possible engine damage or lost performance due to breakdowns in service.

When any engine work is indicated beyond the scope of monthly servicing, the unit is marked for setting aside to an adjacent area for intermediate repair, or for the Altoona Works, for major repair. Monthly inspection and repair of the balance of the Pennsy's freight diesels is done at Enola Yard, near Harrisburg. •

How you can earn an excellent living in the Real Estate profession...using just part of your time

Now you can break out of the old nine-to-five routine—enjoy real independence—perhaps even start your own business. LaSalle can train you for a Real Estate career in spare hours at home.

WHATEVER your present occupation may be, you can now prepare for a rewarding future in the booming Real Estate field—simply by using spare time that ordinarily might go to waste.

LaSalle will show you—without any obligation on your part—how you can benefit from the unique advantages offered by a career in Real Estate. LaSalle has the right training program for you—whether you wish to supplement your present salary through part-time activity; whether you are seeking a challenging new position with unlimited opportunity for self-advancement; or whether you seek a time-proven way to build a successful business of your own.

Demand for trained people now at its peak

New home construction has soared to one-and-a-half million units a year in the United States, with the number rising every year. Industrial and commercial construction is reaching new highs.

Each new transfer of property normally requires the services of a Real Estate professional—services required by buyer and seller alike, and highly rewarded. Additional qualified people to handle these Real Estate transactions are urgently needed in nearly every section of the country. With the greatest number of homes currently selling in the $10,000 to $20,000 range, a few sales a month can earn you a living. Just one sale a week can put you into the five-figure income bracket.

How the Real Estate Broker earns fees and commissions

Brokers are independent businessmen who not only sell Real Estate but sometimes rent and manage properties, make appraisals, arrange for loans to finance purchases, and develop new building projects. Some brokers combine Real Estate with insurance work. Many handle multimillion dollar hotels, giant office buildings, and other extremely valuable commercial properties. Still other brokers and salesmen specialize in farm properties or unimproved land.

Few fields of endeavor can equal a career in Real Estate for personal satisfaction. Consider all these special advantages and opportunities open to both men and women:

You can start out in Real Estate earning important commissions full-time; or it can provide a convenient and lucrative income using just part of your time.

You are sought out for advice on property matters, and your position in the community is one of leadership and influence.

Little capital is required if you wish to go into business for yourself.

You deal in a commodity which has permanent value, and which continues to be actively traded in good times and bad.

You can begin building your career while continuing to hold your present job.

You can stay in Real Estate indefinitely because a high proportion of the openings are traditionally filled by men and women of mature years.

Job opportunities for the Real Estate professional are not limited to the brokerage field. People who know Real Estate are needed by loan companies, banks, insurance firms, government agencies, building contractors, investment counselors, and many other business enterprises.

LaSalle provides all you need to know

The only requisites for a successful Real Estate career are a knowledge of fundamentals and a willingness to apply yourself. LaSalle home study training gives you the necessary knowledge easily and conveniently by mail. As a LaSalle student, you learn at your own speed, in the privacy of your own home, without losing time or income from your present work. The cost of instruction is remarkably low.

Your instructors start you right at the beginning—then supervise your work every step of the way—*including all the preparation you need to qualify for your state license examination for Real Estate salesman or broker.*

This course is considered the most extensive and up-to-date Real Estate course ever offered for home study. Your LaSalle diploma (or even the simple fact that you are studying with LaSalle) will constitute proof to prospective employers that you have taken the first big step on the road to success as a reputable Real Estate professional.

Since its founding in 1908, LaSalle has been a world leader in business education. More than one million ambitious men and women have used LaSalle home study to prepare for better-paying jobs and more satisfying careers in a wide variety of business fields. More than fifty years' experience providing adults with the schooling they need to get ahead in life stands behind the LaSalle Real Estate training program.

Send for free booklet: "Opportunities in Real Estate"

Mail the inquiry coupon below to receive the informative new booklet *Opportunities in Real Estate*. It shows you how to prepare for a fascinating and remunerative career in the rapidly expanding Real Estate field.

LA SALLE EXTENSION UNIVERSITY

A Correspondence Institution

417 S. Dearborn St., Dept. 38-030, Chicago, Illinois 60605

Please mail me, free of cost or obligation, your illustrated booklet "Opportunities in Real Estate."

Name ..... Age .....

Address ..... County .....

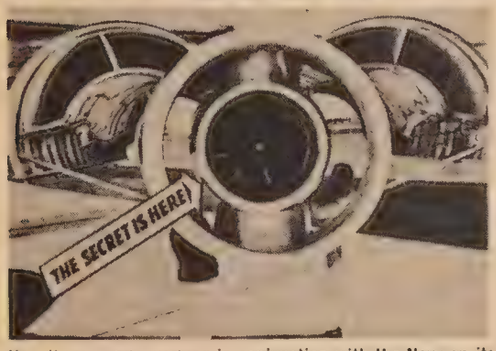
City ..... Zone or Zip No ..... State .....

Occupation ..... Working Hours ..... A.M. ..... P.M.

450

From all corners of the U.S. and Canada motorists report . . .

AMAZING AUTOMOTIVE INVENTION



Yes, it was while working in conjunction with the Navy on its jet and rocket research program that Rocket Scientist W. A. Johns first unlocked the secret to his great new invention. For it was on engines such as this that Johns first discovered how to unlock the latent power in wasted hydrocarbon atoms. THE VERY SAME ATOMS FOUND IN ORDINARY GASOLINE . . . ATOMS THAT YOU CAN NOW UNLEASH INTO A SOURCE OF PISTON DRIVING ENERGY FOR YOUR CAR! For full details read the rest of this exciting breakthrough in automotive engineering.

Born of Space Age Rocket Research delivers up to

50% MORE Miles per Gallon!
233% LONGER Life from Oil!
3 to 4 Times MORE Engine Life!

DYNATRON delivers this—AND MORE—for old cars, new cars, your car, any car! And opens the door for YOU to Incredible CASH PROFITS Like this...

$150.00 a day full time! $50.00 a day spare time!

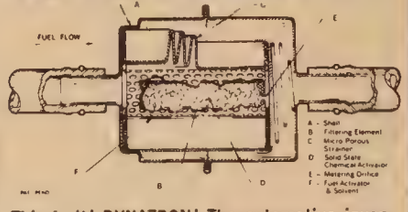
Here is W. A. Johns pictured when interviewed recently by Dave Garroway on NBC television. Twenty million viewers were enthralled. Thousands wrote, wired . . . even phoned for more information. This is only one in a continuing series of publicity and advertising campaigns that will open doors and checkbooks to DYNATRON distributors in every corner of the world!

Now! The automotive industry can be **your** oyster . . . to bring you earnings you never dreamed possible! Imagine! 70 million private cars, 5 million trucks, fleets, taxis, buses—anything on wheels that uses gasoline—waiting on your street, in your town for DYNATRON to deliver mileage economies that defy the imagination! And each and every one you sell puts up to $3.74 spot cash profit in your pocket! Small wonder we talk about '$150.00 earnings in a day full time!'

You are invited to join with us as we enter a new age of automotive mileage and engine performance miracles . . . with DYNATRON—the fantastic engineering accomplishment of world-famed rocket scientist, W. A. Johns; the simple two-part system that unlocks more and more of the hydrocarbon atoms in ordinary gasoline to produce more and more clean, smooth-running, surging power in any make or model of car or truck regardless of age! . . . power that up to now has frittered away out of the exhaust, and as engine destroying sludge, resin and carbon.

Yes, the DYNATRON story is as simple and startling as that! Wasted power in gasoline now being utilized to drive cars 50% farther on every drop of fuel! And every DYNATRON claim is proven in actual driving tests . . . over ten million miles so far!

Simple 2 Part System Performs Gas Saving Miracles on All Cars! INSTALLS IN MINUTES!


FUEL FLOW
A - Shell
B - Filtering Element
C - Micro-Porous Strainer
D - Solid State Chemical Activator
E - Metering Orifice
F - Fuel Activator & Solvent

This is it! DYNATRON! The automotive invention that revolutionized the costs of owning, operating and maintaining motor vehicles of all kinds—private cars, trucks, buses, even taxis! Takes minutes to install. No mechanical knowledge necessary. Needs no adjusting, no replacement parts!

MARKET IS VIRTUALLY LIMITLESS! PROFITS UP TO 108%!

No need to belabor you with the potential. It's there waiting to be told and sold by the dozens every day. And we help you with a dynamic, compelling, success kit . . . with national and local advertising and publicity . . . with brochures, flyers, mailings that detail, and document the whole exciting story! It's all free for the asking—along with protected distributorships—for the right, bright, ambitious man who proves he has a $50,000.00 a year earning potential.

DYNATRON IS DOUBLY GUARANTEED! To You and to Your Customer Both!

How's this for a sales-clinching customer guarantee? No matter how old the car may be, no matter its make or model, no matter if it's a bus, truck, even a taxi, no matter where, how, how much the vehicle is driven...DYNATRON must deliver **at least** the gas, oil and engine savings stated, or it may be returned to Bell Atlantic, Inc. anytime within one year for a full purchase price refund. No questions asked. What's more, we make the refund directly to your customer. You keep ALL THE PROFIT even on the sales that may not stick. And this guarantee to you and your customer is good for one full year after purchase.

Once in a lifetime, perhaps, a man finds a deal that can set him up for life. We believe this is just such a deal for us . . . and for you—no matter your age or education, even if you don't know a nut from a bolt! Response from salesmen who want to grab this opportunity with both hands has already flooded us with mail. Don't get left out. Fill out and mail the coupon today!

BELL *Atlantic* INC.

381 Park Avenue South, New York, N. Y. 10016

RUSH COUPON

You Don't Risk A Cent!

Bell Atlantic, Inc., Dept. MAG-2
381 Park Avenue, South
New York, N. Y. 10016

IN CANADA: Address
71 York, Toronto 1, Ont.

Yes, your DYNATRON Deal reads solid to me. Ship my starting order as checked below (my money back in 30 days if I am dissatisfied for any reason). Include the high-powered SUCCESS KIT without extra cost.

☐ I enclose $5.00 for one DYNATRON Unit. Ship postpaid. You save $1.95 from regular retail price.

☐ I enclose $49.80. Ship one-dozen DYNATRON Units—retail value $83.40. Profit on this starting deal—$33.60 clear. plus one extra DYNATRON as a bonus.

Please reserve a distributorship in the following territory for me: _____ (county or counties)

Name_____

Address_____ Phone_____

City_____ Zone_____ State_____

Make of Car_____ Year/Model_____ Miles/Gallon Now_____

Opening orders limited to one-dozen to each person.

93 Years of RAILWAY FERRIES on San Francisco Bay

by JAMES HOLDEN

The old Sacramento Northern Railroad's trainferry *Ramon* used to cross Suisun Bay, an eastern inlet of San Francisco Bay.
Western Pacific Railroad

SAN FRANCISCO today is a city of bridges. These bridges, engineering marvels of the world, soar across the sparkling bluish-green water of the Bay which, until eight years ago, was dotted with railroad ferryboats.

Ferryboating began in a regular fashion at the Golden Gate in 1850. Thirteen years later it became a link with interurban train service and in 1869 the final western leg of the first transcontinental railroad. Ferry lanes formed an extensive network across the Bay.

The transfer from train to ferryboat on the east side of San Francisco for a twenty-minute crossing was a memorable event. You walked through the gaping old trainshed, past the steam locomotive with its fireman standing in the gangway and its hogger seated at the cab window, the great driving wheels and the stack from which a wisp of smoke exuded, and you caught sight of a white ferryboat, possibly with a seagull perched on the railing, and all the while you smelled a clam-flavored breeze and heard the swish of water dripping from wet paddles.

Then you were at sea. Sometimes a gray fog loomed to starboard and, if it were night, city lights shimmered tier on tier across four miles of salt water. How exciting it all was!

When the age of automobiles arrived, ferryboats at first were able to handle the new business. In 1930, the boats' peak year, Southern Pacific and its affiliated companies alone had a fleet of 43 ferries, the world's largest, on San Francisco Bay. During that year they carried almost twenty million people and a vast number of automobiles between San Francisco and Oakland and Alameda piers. And SP's white fleet was not alone on the Bay. Millions of other passengers rode the orange-colored Key System boats, the red Richmond-San Rafael ferries, the white Santa Fe and Western Pacific steamers, all splashing the water with foam and color. And don't forget the vast fleet of the Northwestern Pacific and its predecessors, the North Shore, the North Pacific Coast, and the San Francisco & North Pacific.

There is no reason to think that the Southern Pacific or any other railroad planned this voyage at the end of a train run. They were stuck with it. The old Central Pacific (now SP) had tried to buy Goat Island in the Bay and build a bridge, but the United States Army said No. So for approximately a century the travelers reaching the Golden Gate on all rail routes except the Coast Line, and millions of commuters, piled aboard the ferries day after day.

When the CP began to run trains, doubleheaded by brightly-painted American type engines, over to the silver diggings of Nevada, the wrought-iron

The *Ocean Wave*, Santa Fe's first ferry, at Point Richmond, Calif., in 1905.
Santa Fe Railway

Shown in her prime, the once-handsome *San Pablo* was eventually pulled out of Santa Fe service and downgraded to a fish-reduction barge at Guaymas in Mexico.
Santa Fe Railway

Southern Pacific Railroad
The Southern Pacific boats, the *Eureka* and *San Leandro*, pass on the windy bay.

rails ended in Sacramento. At that point the miners with home-cut beards, the cowpokes, hunters and trappers, the Indians, and general chiselers were expected to transfer to one of the river steamers, of which there were dozens, all amply furnished with red plush and "gingerbread."

These craft were the first "Bay ferries." They averaged only ten miles an hour, but for men without inhibitions there were plenty of diversions aboard, such as card sharps, rotgut whiskey, and pink-cheeked harlots.

The CP brass collars knew that they could knock out the boat system, if they wanted to, by laying rails through the hills to Oakland, but transporting their passengers across four miles of open windy bay was not easy. In those days, they had no idea of dumping their well-heeled passengers on the tacky little steamers that puttered for an hour getting from Oakland to San Francisco via an estuary, eight miles. (Years later, however, the SP reactivated the Creek Route; it became a world-famed nickel ride.)

COLLIS HUNTINGTON and his friends found a ready-made solution that fitted snugly into their plans for a monopoly of the Oakland shores. One morning in 1863 a modest commuter local puffed and clanked into Oakland: three yellow wooden-bodied cars drawn by the *Liberty*, a 4-2-0 pine-burner with a straight stack.

Commuters who elected to ride the San Francisco & Oakland line found themselves chugging westward at a good clip, twenty miles an hour anyway, with bystander ladies waving handkerchiefs as they do in old prints. After four miles of this, the *Liberty* slowed for a half-mile rumble over the water by way of a newly-built pier to the steamer *Contra Costa*. When the customers had come aboard, her whistle croaked, her side-wheels began to flap, and the Oakland men found themselves with a means of getting to San Francisco in half the time. This hybrid form of travel was to last for 93 years and bring the world's largest concentration of ferryboats to the bay, around sixty of them at the height of the era.

CP's first ferry line ran between San Francisco and Newark. The CP had to buy the Oakland and Alameda local lines to get into the East Bay district, but when they first came to the eastern shore of San Francisco Bay they used Newark to unload passengers. The old ferry *Newark* was named for that town.

Two early CP ferries were *Ala-*

meda (built in '66) and *El Capitan* ('68.) The *Alameda* was on hand to pick up the first transcontinental passengers in 1869, and from that time on there was always a ferry waiting in the slip or about to arrive with a thrashing of paddles and clanging of bells.

The pier grew stick by stick. When it was two miles long and reached deep water, it went into freight service and passenger cars were transferred to a rock-filled pier or "mole," which eventually became 285 feet wide and had a ten-track terminal inside its trainshed.

There was a marked contrast between the flash of rolling stock and the utilitarian ferryboats. Every Wednesday a resplendent Hotel Train with a Pullman or two (extra fare $10) waited with steam up at Oakland Pier, foreshadowing the days of the *Overland Limited*. After a while the big 12-wheeled Pullmans and filigree railings waited for tycoons in Prince Alberts and their ladies in bustles and fur cloaks. The *Golden State Limited* stood there in the 1890's, the *Overland* in 1916, and the *Forty-niner* in 1937.

Those years saw few changes in the boats, which were mainly copies of the *Alameda* of 1866, a double-end ferry 195 feet long and generally shown with a column of ink rising from her funnel, the coal being of such quality. The boats had side paddle-wheels and walking-beam engines of ancient design with cylinders as big as water tanks. Even the *Sacramento* and the *Eureka*, two rebuilds from the SP boatyard after 1920, were in this pattern.

Jack London called the boats "fussy little Queen Victorias." Their upper cabins had certain polite gimcrackery besides lockers filled with life-jackets and blankets for emergencies that never came, but there was nothing frivolous about them. There is no reason to think that the Southern Pacific, nor the Santa Fe (which had two ferries), or the Western Pacific (with one) ever regarded their craft as anything but the most economical way of getting passengers to and from trains.

Yet they fascinated people. Although they didn't look like ships, they carried anchors on their decks and had marine engines that went *soo ha, soo ha.* They had a seagoing smell of smoke, fresh paint, and corned beef hash, and seagulls followed them, mewing and darting down suddenly for bits of food that were tossed overboard, and you could lean against the wind on deck and feel the crash of waves against the hull.

SOME captains had eyes like birds of prey. Consider the skipper of an early northbound ferry one dark night, who saw what looked like a human body bobbing in the water. Signalling a stop, he put out a boat and picked up a shivering man who had jumped from the same ferry an hour before.

"I changed my mind when I hit the cold water," the derelict explained.

Southern Pacific Railroad

Scenes like this were typical of the rush hours on ferryboats everywhere, especially at the ports on San Francisco Bay.

Southern Pacific Railroad

A famous San Francisco landmark, the SP's ferryhouse was built many years before the fine modern bridge shown in the background.

Lonely trip across Bay on a Southern Pacific ferry.

Western Pacific diesel trainferry *Las Plumas*, with the Golden Gate and Bay bridges seen in the background. (Below) Tieing up at 25th Street slip in San Francisco.

Western Pacific Railroad

In a dense fog the captain might turn the wheel over to his first officer and step out on deck to listen. Sometimes he found himself in the position of Captain McKenzie of the *San Rafael,* an early single-ender which was northbound one Saturday evening in 1901 with a full boatload. The deepening murk was a welter of bells on docks and piers, whistles of the Oakland ferries, stray honks, and grunts. He knew that the ferry *Sausalito* would be on its way south. If ever a man had to make a tough decision, Captain McKenzie did. Unfortunately he lost; the *Sausalito* crashed into the *San Rafael* and sank her with a loss of three lives.

One day a marine engineer had to face charges when the railroad ferry *Peralta* made a dive into the bay. This powerful (2600 hp.) turbo-electric boat was one of several built for an interurban, the Key System. Among her advanced features was a water-ballast tank at each end to offset the weight of passengers moving forward. On a gray afternoon in 1928 the engineer forgot to start the pump, the *Peralta's* nose dipped into the water, and 30 people jumped overboard. One of those passengers was Gerald M. Best, who later became No. 16 in our *Interesting Railfans* series.

Most people who lived in the region were not concerned with the navigational problems and would ride the boats as a form of recreation—and a very practical form, thanks to a long-term policy of the SP to hold fares to ten cents for the ferry and train or a nickel on the Creek Route to Oakland.

Often at night young couples were observed with their hands clasped together, watching the oddly flashing lighthouses, and thinking heaven knows

David Tallichet (above) bought the ferry *Sierra Nevada* after the Southern Pacific had retired her. Riding a launch, he led the way out of Oakland Harbor and then solemnly boarded the old boat, to join his crew of three men for her last voyage.
Oakland Tribune photo

what. Columnist Herb Caen has written of a San Franciscan of middle age pausing at the tired old Ferry Building to recall those bright Sunday mornings when he used to meet his friends under the tower clock for a ride across the bay, feeling again the weight of his knapsack and hearing quite clearly the songs and the harmonicas and the rhythmic splash of the paddles.

Eventually the boat system was put out of business by the automobiles which it had nurtured on certain routes since 1908 and which by the 1920's would be lined up for miles every Sunday. New ferry deals were made just for autos, using idle steam craft and then new diesels, and by 1930 most of SP's 43 ferries carried autos only.

INEVITABLY the destiny was that bridges stretched their steel claws east and north, ending the entire ferry system. Starting in 1939, a procession of double-enders left the region. A dozen went to Puget Sound and took Indian names and the boarded-up *Yosemite* steamed to Argentina in 88 days. Others, like the *Transit,* were stripped and left to die on dreary mud flats. The auto ferry *Van Damme* became a beer parlor at Sausalito while the Santa Fe's once-handsome *San Pablo* was downgraded to a fish-reduction barge.

Three boats served the then- dieselized trains for a time, but they are lifeless now. The last railroad ferry to cross the Bay was the *San Leandro,* on July 30, 1958. The Key System built her in 1923 for its San Francisco-Oakland service. SP acquired her in 1955. When the *San Leandro* tied up at her wharf for the last time, *Western Pacific Mileposts* commented:

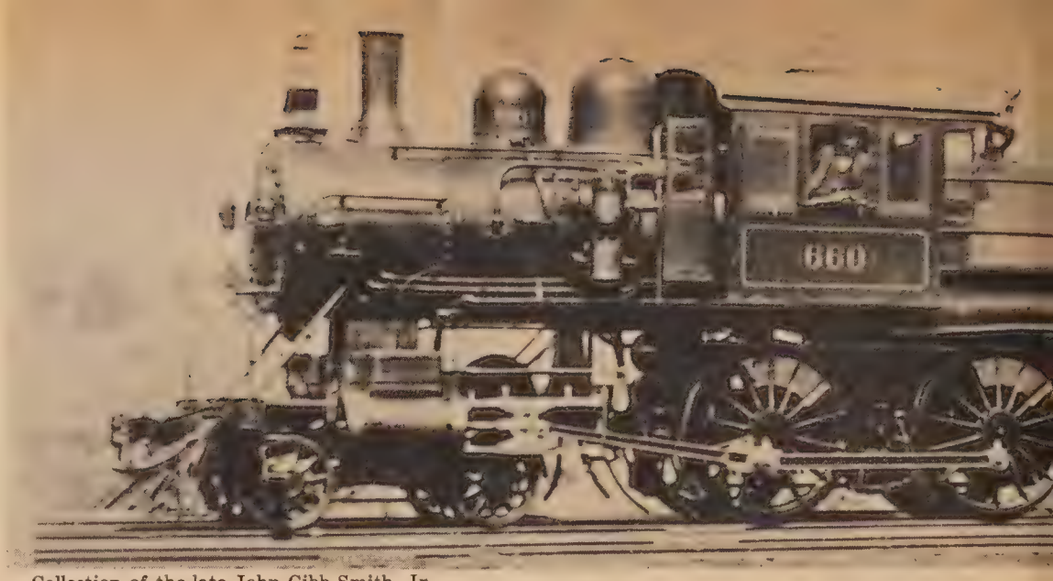
"San Francisco Bay looks lonely today. There's an unfamiliar silence, too. The ferries are no more. Their whistles have been silenced."

The *Sacramento* is now a fishing barge at Redondo Beach and the *Berkeley* a gift shop. The walking-beam *Eureka* forms a state exhibit at San Francisco, where she scratches on the piling like a restless dog.

There are few areas left in North America which offer ferry service, one exception being New York Harbor. There, for the price of a nickel, you can still enjoy a boat ride from the lower tip of Manhattan to Staten Island.

As for San Francisco Bay, the old deserted ferry slips at Oakland Mole call to mind the thundering paddles of ferryboats, but to landward you find the tracks gone and factories rising in the onetime terminal yard. The trainshed has been sawed in two and its roof boards flap in the wind. Sand hisses against the old building like the blower of some forgotten locomotive. One way or another, the problem of moving people over the Bay has been solved. •

The Lehigh Valley used this photograph car 70 years ago to get pictures of track, bridges, signals, depots, trains, and other equipment.



Collection of the late John Gibb Smith, Jr.

(Below) The train *John Wilkes*, highballing between Wilkes-Barre and New York, as it looked in 1942 when it was three years old.

Robert F. Collins (E-L train dispatcher), 436 Radcliffe St., Wyckoff, N.J.

Steam Power on the Lehigh Valley

by BERT PENNYPACKER

MORE THAN fourteen years have passed since the deep mellow tones of steamboat-like whistles echoed across the fertile Lehigh and Wyoming valleys in north-central Pennsylvania, startling deer and rabbits and prompting farmers to set their kitchen clocks. Today, diesels wheel the Lehigh Valley Railroad's freight, while highway vehicles carry the restless people who used to enjoy riding such sleek limiteds as the *Black Diamond* and the *John Wilkes* and the once-beloved "accommodation" trains. LV steam power rolled into the twilight zone of imperishable rail lore in 1951 but will always be remembered.

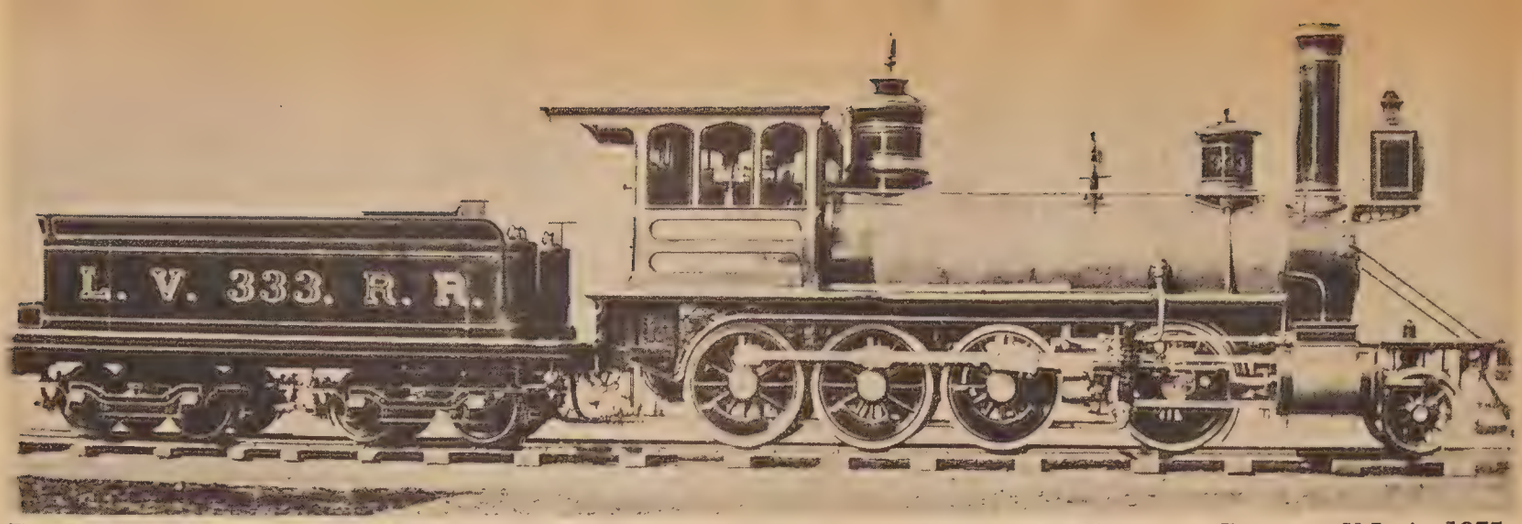
Foremost symbol of the road's coal-burning era was the fleet of proud and powerful 4-8-4's with bulging boilers, arch-windowed cabs, and smoothly-welded tenders that moved its fast merchandise. Those speed merchants of commerce chalked up great performance records from Buffalo eastward and through the Lehigh Valley and New Jersey scrub pines, but they weren't equal to the task of climbing the rugged Poconos unaided. More often than not, two husky 2-10-2's were needed just behind the bright red caboose to shove boxes and gons up the grades.

Outside the realm of newer 4-8-4's, the LV had such characteristic features as bald smokebox fronts, wide fireboxes, low-slung ashpans, and built-up coal bunkers on the tender. The Pacifics played two roles by "highballing the varnish" and toting freight, the latter being done largely by that half of the 4-6-2 fleet which was fitted with smaller driving wheels, although some was handled by dual-service Ten-wheelers.

But as the Steam Age waned, the Valley showed a notable absence of a big fleet of Consolidations comparable to those that most Eastern systems boasted at the time. This seems strange, because the LV designed the 2-8-0 road type and operated hundreds of them in its early years.

Usually, the motive-power craftsmen on the Valley managed to keep a few steps ahead of those on other roads, and over the years they achieved a long and impressive list of mechanical advances. For example, they were the first to develop four new wheel types and the first to buy and operate Alco's three-cylinder concept and among the earliest to use 2-8-2's and 2-8-4's.

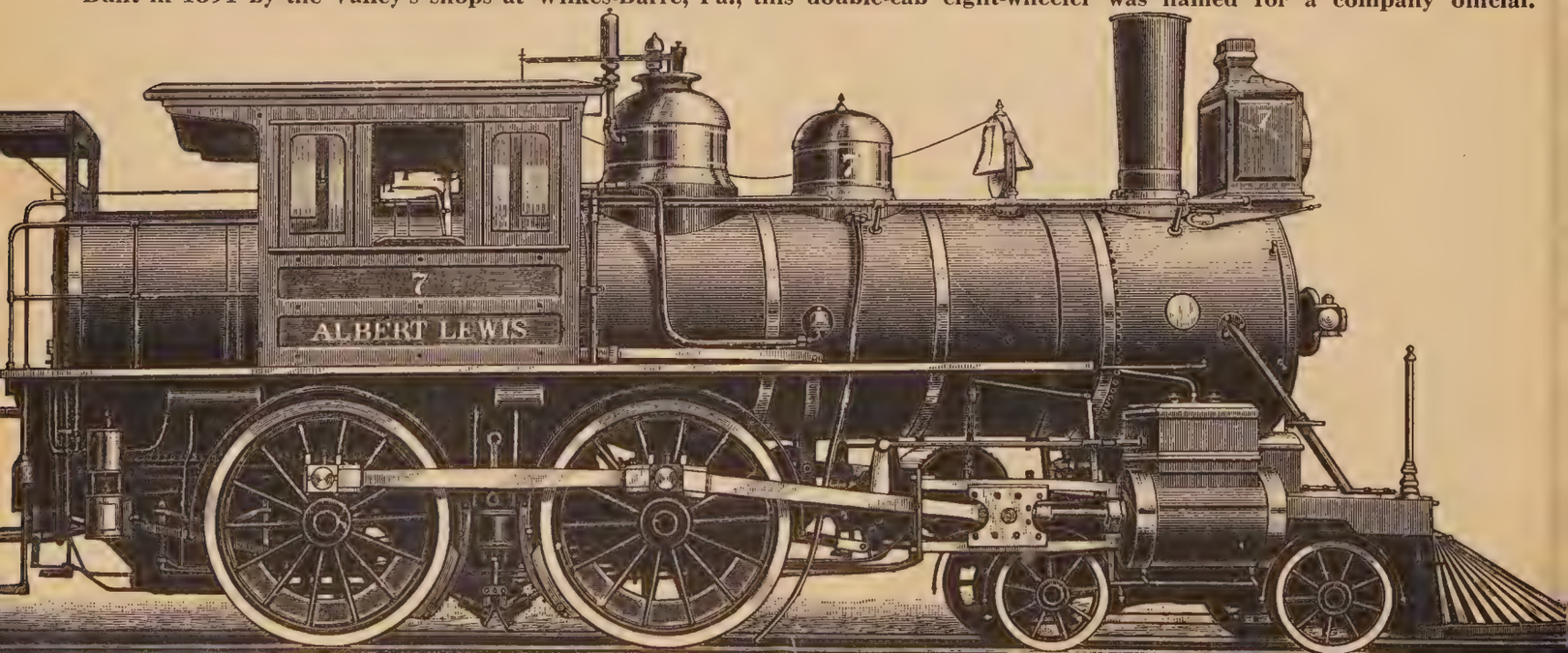
Like all systems in the Pennsylvania anthracite field, LV favored the Camelback, that peculiarly American breed of motive power on which the hogger and



The 2-8-0 (Consolidation) type was well liked. The Grant Works built this one, the *Monroe*, at Paterson, N.J., in 1875.
Colletion of Robt. Pearson, Rte. 1, Box 194, Chattaroy, Wash. (from the late Daniel McLean)

The Lehigh Valley took to Camelbacks in a big way. Here five crew men are posing beside their 4-4-2, the 2464, Class F-5.
Robt. Pearson collection (from the late Daniel McLean)

Built in 1891 by the Valley's shops at Wilkes-Barre, Pa., this double-cab eight-wheeler was named for a company official.



LV's centralized Sayre Shops, set up in 1904, constituted the third largest assemblage of railroad shops in the country.
Lehigh Valley Railroad photo

firemen worked in separate quarters. The LV acquired the engines, with a center cab straddling the boiler and directly ahead of the wide Wootten firebox, in large numbers until about 1910 and hundreds of them burnished the high iron. But as the Steam Age faded they became rare. By the end of World War II the Valley had a mere handful: 0-6-0 and 0-8-0 switchers plus 2-8-0's and 4-6-0's, these being the only remnants of a once-great Camelback fleet. They held sway mainly about the Perth Amboy harborside area.

The motive-power boys at Sayre- Pa., didn't dabble much in the extraordinary but aimed at top efficiency of the prosaic wheel types. As early as 1935 some 61 percent of all LV road engines were equipped with stokers, and 184 locomotives had boosters. This meant a lot when four 2-10-2's were struggling to move a weighty ore drag up the mountains out of Mount Carmel or when a K-6b Pacific had a lengthy passenger consist wrapped around a tight reverse curve at the Allentown depot.

A DIMINUTIVE 15-ton 4-4-0, vainggloriously named the *Hercules,* was among the first engines to run on LV rails. Built by Garrett & Eastwick of Philadelphia in 1837 for a predecessor road, the Beaver Meadow, she was little more than a crude boiler with a tall thin stack and wheels but no cab. This fire-spitting iron monster existed on a diet of cordwood. Wheezing and clanking along the original strap-iron rails, she pulled little wooden coal cars from Beaver Meadow (near Weatherly, Pa.) to Penn Haven, thence down the Lehigh Riven Valley to canalboat docks near Parryville.

The LV proper didn't buy its first engines until 1855, when two Philadelphia works, Norris and Baldwin, delivered five 4-4-0's and a 0-8-0 named *Asa Packer,* respectively. Later that year Norris also supplied two 4-6-0's named *R. H. Sayre* and *Henry King.*

Instead of establishing a centralized motive power department in its early years, the LV allowed each division master mechanic to design, build, or buy locomotives as he saw fit, on the theory that he knew his own needs best. This procedure led to complications as new power kept coming from more than a dozen commercial builders as well as the company shops at Delano, Hazleton, Weatherly, Wilkes-Barre, and South Easton.

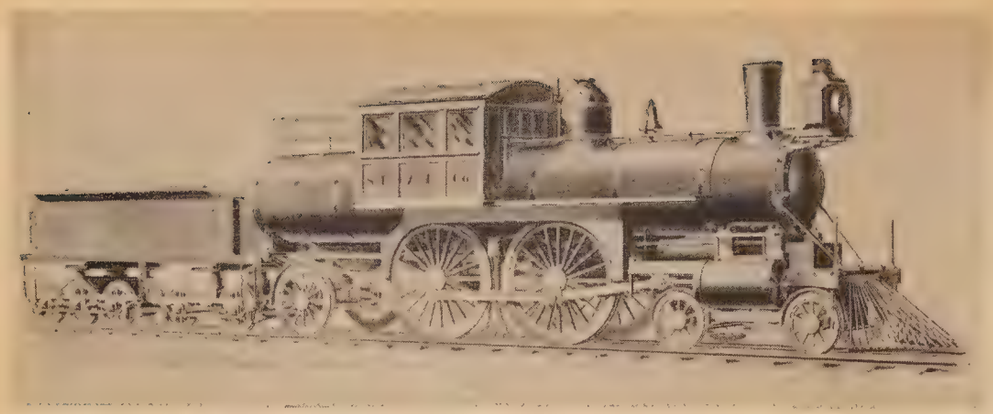
After more than three decades of this folly, the Sayre Shops were set up as a combination of all the system's engine-building facilities and it became the nation's third largest railroad-owned shops area.

The Valley's highly unusual 2-2-0 named *Lilliput* exemplified the radical designs that were once commonplace. William Mason of Taunton, Mass., built her in 1862 with 10x20-inch cylinders, 54-inch drivers, and a tiny four-wheeled tender. The drivers were placed far to the rear, under the cab, necessitating very long piston-rod guides while leaving a wide gap between cylinders and drivers.

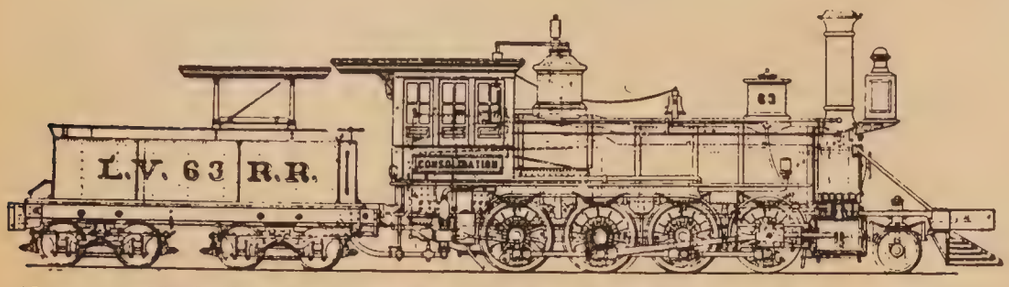
The *Lilliput,* later numbered 24, obviously couldn't pull much. She had a 2.3-mile run between Mauch Chunk (now called Jim Thorpe) and Glen Onoko, Pa., with a wooden coach or two that carried vacationists in a wooded mountainous area known as "The Switzerland of America," but vanished from the roster by 1885.

Problems of surmounting steep mountain grades with increasingly heavier trains spurred locomotive development, leading to the Valley's introduction of four new wheel types. The first came in 1866 when Alexander Mitchell, master mechanic of the Lehigh & Mahanoy Division, designed the world's first 2-8-0 road engine. (The Pennsylvania used a 2-8-0 tank locomotive two years earlier as a pusher out of Altoona). Baldwin built the new Valley type. She had 20x24-inch cylinders and 48-inch drivers, weighed 85,720 pounds, and was named *Consolidation* because some subsidiary roads were being merged into the LV system at that time. By 1871 Baldwin had built 15 of the new 2-8-0's for the Valley and thus popularized one of the best-liked locomotive types of all time.

The original *Consolidation,* numbered 63, lasted only twenty years and wore out two boilers as she lugged heavy drags of black diamonds over the steep mountain grades, piling up a total mileage of 376,889. Boilers didn't last long in those days.



George S. Strong, of Philadelphia, designed several experimental engines, including this oddity, and the Lehigh Valley's old Wilkes-Barre Shops built two of them.



Alexander Mitchell, master mechanic, Lehigh & Mahanoy Division, designed the world's first 2-8-0 road engine. Built by Baldwin, she was named *Consolidation* because several subsidiary lines were then being merged into the Lehigh Valley.

IN 1867 the astute Mr. Mitchell achieved another notable first by adding a pair of drivers to his 2-8-0 concept to produce the 2-10-0 type. Norris built two of these for him, the *Ant* and the *Bee*. Their rigid wheelbase proved unsatisfactory in rounding curves. So the *Ant* was rebuilt to a 4-8-0, and the *Bee* became a 2-8-2 and still later a Camelback 2-8-0. Stewart Graham of Bennington, Vt., tells this story:

"My grandfather was master mechanic at the Kingston Shops of the Lackawanna & Bloomsburg Railroad (now part of the Erie-Lackawanna), where, in 1873, he designed and built a 2-6-2 locomotive named *Luzerne*. When Alexander Mitchell decided to convert the *Bee* and asked that the *Luzerne* be sent to Pittston so he could measure her trailing truck, because he'd had no experience himself with trailing trucks, my grandfather ran her there and met the famous Mr. Mitchell."

The *Janus*, a double 0-6-0, was, without doubt, the weirdest iron steed the Valley ever had. Her name, like the word January, came from the two-faced Roman god Janus. Built by Mason, the double-ender arrived on the property after two years of tests on New England roads. She had two complete boilers facing in opposite directions, with a cab in the center. A set of six drivers supported each boiler, making her a bi-directional but fairly efficient 0-6-6-0.

This freak carried very little fuel or water, having been designed for short-run pusher work. Strangely enough, she had no reversing gear, thus permitting but one set of drivers to be powered at a time. Even so, she could pull a long train—66 cars, each loaded with six tons of coal. Her great weight of 163,000 pounds made braking a problem, and in 1877 she got away on the steep Weatherly Hill, jumping the track and smashing into an engine headed upgrade.

What eventually happened to the *Janus* is a mystery. One version has her rebuilt for use in pulling the Valley's pay-car.

Although Ross Winans had produced an experimental 4-8-0 for the Baltimore & Ohio in the 1850's, the LV's *Champion* of 1880 is generally regarded as the first successful engine of this type. Philip Hofecker, master mechanic of the Beaver Meadow Division, designed and built her in the Weatherly Shops. She boasted 20x26-inch cylinders and 48-inch drivers and weighed 51 tons. The 4-8-0 became a very popular type locally but never gained much nationwide favor.

In 1883 the Valley acquired its first Wootten-boilered 2-8-0's: Camelbacks that hauled mostly coal drags up and down stiff grades. The firemen on these strenuous runs had little time to enjoy

The *Black Diamond Express*
(May 18, 1896, to May 12, 1959)
photographed at Easton, Pa.,
by Clinton T. Andrews,
retired superintendent of old
South Eastern Shops, now living
in West Hollywood, Florida,
at 4231 S.W. 38th Street.

the superb scenery. One oldtimer reminisced: "We did three things: bent our backs, heaved coal into the firebox, and kept an eye on the steam gage."

One of the road's best known pieces of equipment was the *Dorothy,* a trim 4-2-0 inspection engine designed by Mr. Mitchell and built in 1884 at the Wilkes-Barre Shops. She had 11x20-inch cylinders and 56-inch drivers and weighed only 39 tons. *Dorothy* spent fifty years touring the railroad with white-shirted officials rubbernecking from the windows of her wooden-paneled coach-body cab. After retirement, she became the property of Frank Mitten, who kept her at his summer home in Bear Creek, Pa., but we don't know what finally happened to her.

WHEN *Dorothy* was two years old, the same shops turned out the world's first 4-6-2, the *Duplex,* No. 444, a Camelback, from plans developed by George S. Strong of Philadelphia. Her so-called "pant-leg" firebox consisted of two parallel cylinders joined to a common combustion chamber—hence the name *Duplex*—and her machinery and running gear were fabricated at the famous Krupp steel works in Germany.

Designed for mountain grades on the Wyoming Division, the *Duplex* also showed fleetness, clocking 70 miles per hour on August 20, 1887. This unique engine, never duplicated, was eventually rebuilt as a conventional 4-6-0 with a single cab.

The *Black Diamond Express,* proud flagship of the Lehigh Valley's passenger fleet, made her inaugural run May 18, 1896, between Jersey City and Buffalo, powered by speedy 4-4-0 Camelbacks. The four-car train changed engines and crews at Sayre, Wilkes-Barre, and Easton. Engineer Joseph Keller, who piloted the first eastbound trip out of Wilkes-Barre, had 155 minutes to cover the 101 miles to Easton—a difficult run through the Pocono Mountains.

Beforehand, he received a long letter from the trainmaster stressing the importance of smooth, careful running over steep grades and around sharp curves. His engine was No. 655, Camelback 4-4-0 (Baldwin, 1895), with 69-inch drivers. Joe handled the run easily. Said a flowery newspaper account:

"The touch of Joe's hand on the air-brake lever is as soft as a child's. He is vigilant and as placid in danger as an unruffled lake, fearless as a lion, and has nerves of steel."

LV acquired the 425-series Camelback 4-4-08's with 80-inch drivers especially for the *Diamond* over level divisions. They were designed to average 46 mph with a five-car train, but on April 21, 1897, one covered a 44-mile stretch from Alpine to Geneva Jct. at 80 per.

The same year that the *Diamond* started running, a tragedy occurred near Hazleton. Mike Lonzer was pulling the throttle on an old American type, No. 537, over track undermined by coal diggings. His engine lurched suddenly. Mike opened her up to the last notch and the 4-4-0 spurted up a steep incline, straining to pull out of a hole as the roadbed began sliding into a coal mine far below. Well, she made it to solid ground with her passenger cars but jumped the track, killing the engineer. It took the Maintenance of Way department a month to fill the cave-in and restore service.

The Valley seemed to come of age, speedwise, with inauguration of the *Black Diamond.* Larger power soon appeared in the form of fast-stepping 4-4-2's, mostly Camelbacks. These were years when fearless iron men rode in wooden cabs. Loren Butts of Tunkhannock, Pa., relates an experience told by an old hogger, Charley Van Gorder:

"Some runners really liked to cut loose and make record-breaking time over the racetrack of western New York State. When I was a young fireman on Camelback 4-4-2's, the firing deck would pitch and roll like a ship in a storm as we hit 80 per. All I could do was try to keep my feet, heave the coal, and hope to hit the wildly-bobbing firedoor opening. One day I thought for sure that the old boy in the center cab had suffered a heart attack and we were running wild. I climbed up on the catwalk to take a

look, but everything seemed OK and the damnfool speed maniac appeared to be tugging the throttle out another notch!"

LEHIGH VALLEY coal business boomed so much that new power was added to the roster. Between 1899 and 1902 Baldwin built the M-35 Consolidations numbered 700-812, with Vauclain compound cylinders which the Sayre Shops later changed to single-expansion cylinders. John Koehler of Weatherly, Pa., who has a large collection of old LV photos, tells this story about one of the M-35's:

"In 1917 my grandfather, Engineer Koehler, was taking an eastbound ore train down Delano Mountain on the Quakake branch when he discovered to his horror that he had used up all his air and couldn't recharge his trainline. In short, he was running wild. The dispatcher wanted to give them a clear track until they could be brought under control, but the towerman at Penn Haven Junction reported that a passenger train was standing at the Mauch Chunk station and he had no choice but to switch the careening ore train into a lc ıg siding that dead-ended against the rock walls of a mountain!

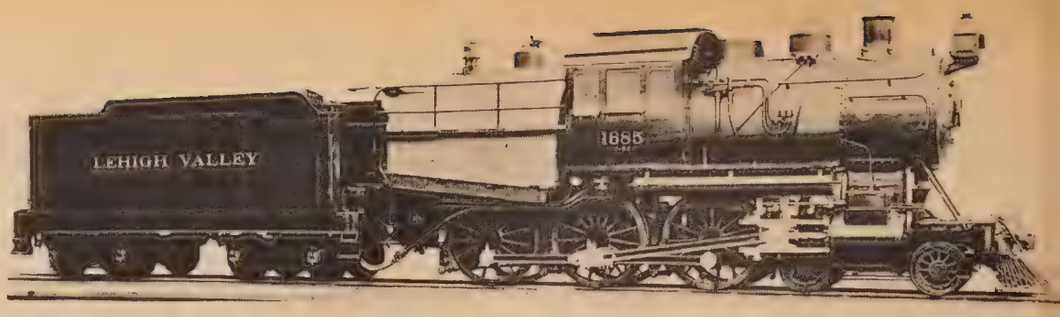
"Grandpa made his fireman and head brakeman jump off the cab, but he himself stayed on till he saw where the train was being sent. Then he, too, joined the birds. The pile-up covered the Valley's main line and Hazleton branch tracks, also the adjacent Jersey Central tracks, for three days. And it was two days more before they uncovered the smashed M-35, buried beneath the wreckage."

Meanwhile, in 1901, Baldwin had built seven big Vauclain compound 4-6-0's for heavy mountain service. Their 72-inch drivers and 28,000 pounds of tractive effort provided the lugging power to haul a 400-ton passenger train from Mauch Chunk to Mountain Top at 30 mph; but the Vauclain compound soon proved to be one of the biggest flops in steam locomotive history, and something else had to be found.

The answer came in the form of mighty center-cab 2-6-2's and 4-6-2's with 76½-inch drivers, the only Camelback passenger power built anywhere with that wheel arrangement. The 2-6-2's (Baldwin, 1902-'03) were numbered 2230-2239. After weaving excessively on the Wyoming Division's sharp curves, they were converted to Pacifics.

Second largest Camelback group on the LV consisted of Ten-wheelers numbered 1590-1694, classes J-55 and J-55½. Built by Alco and Baldwin between 1904 and 1910, these hogs originally had slide-valve cylinders, but Sayre Shops converted most of them to modern engines with piston valves. By 1935 only a dozen 2-8-0's remained and half as many 4-6-0's.

The Sayre Shops, including a centralized Motive Power department, were established in 1904 to replace the various divisional shops. In 1871 the old Pennsylvania & New York Railroad & Canal Company had built at Sayre a 16-stall roundhouse, which had later been expanded into one of the many shops handling major rebuild jobs. Since the Lehigh Valley owned 70 acres of land there, plenty of space was available. The main locomotive erecting shop measured 740 by 336 feet. All kinds of rolling stock was repaired or rebuilt in 21 other large structures. Sayre was also an important division point with a



Three of the Lehigh Valley's big fleet of Camelbacks are shown here, including a fast Pacific type, No. 2004, on the *Black Diamond Express* at Easton in 1910.

No. 5 (4-4-0) as she appeared on the original *Black Diamond* (left) and (at the right) engine No. 2001 (Baldwin 1905).
Karl E. Schlachter collection, 112 Laurel Lane, Forest Brook Glen, Wilmington, Dela.

42-stall roundhouse, amply equipped.

The shops there were the third largest facility of their kind in the country and could turn out one new or completely rebuilt steam engine every day. Peak employment may have been in 1909, when 1700 workmen punched time clocks there. During World War I, B&O power was shopped at Sayre. The Erie's giant triplex Mallet *Matt Shay* also received class repairs there.

During World War I, Ashmore Shop was built to take some of the pressure off Sayre by handling most of the power used in the anthracite area around Hazleton and west of Penn Haven. The big 2-10-2's were usually shopped at Ashmore.

WHILE LV owned a total of 254 Mikados, its first group, Class N-1's numbered 220-266, were notably exclusive as the only 2-8-2 Camelbacks ever used anywhere. Being among the earliest designs of their wheel type (Baldwin and Alco 1903-'07), they were quite small and vanished from the roster by 1932. But the numerous fat-boilered Mikes with end cabs remained as all-around workhorses till steam operation ended.

The 103 end-cab Pacifics seemed superfluous for a road of such modest size. Only 53 of them had 77-inch drivers for passenger work. Most of these were built at Sayre Shops between 1913 and 1921. Some K-3's were said to have been rebuilt from older Camelback Pacifics, but like various other new engines turned out by Sayre, this was primarily a paper transaction to gain tax advantages. As Clinton Andrews, retired superintendent of the old South Eastern shops, puts it: "If any parts were re-used, it couldn't have been much more than a few old nuts and bolts, or perhaps they jacked up the bells and headlight and built new engines under them!"

In 1916-'19 Baldwin built fifty fast freight Pacifics which the Valley classed as K-5. A romantic story is told about one of them. The fireman of a Binghamton turnaround out of Sayre had a girl friend who lived in Binghamton. She would wait at the passenger depot for her lover to show up late in the afternoon, and as the K-5 puffed into town she'd climb aboard and spend an hour or more riding around the yards with him.

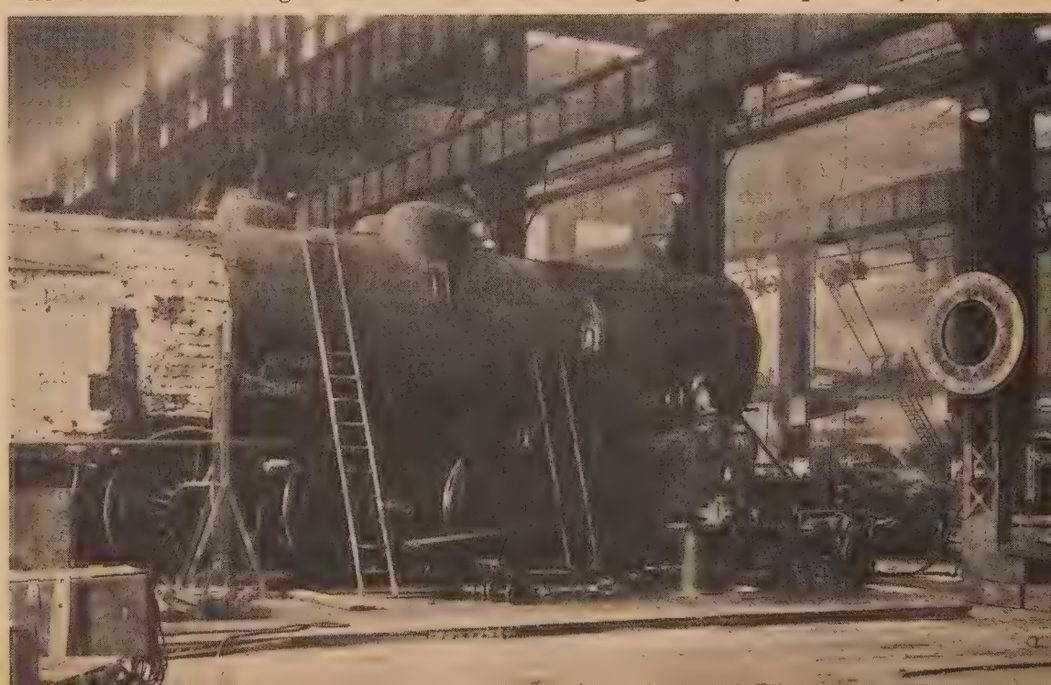
Someone may have goofed in 1917-'19 when 2-10-2's numbered 4000-4075 were ordered from Baldwin, or perhaps these R-1's were needed at the time for World War I traffic. At any rate, nearly half the fleet eventually ended up in on the Chesapeake & Ohio or converted to N-6 2-8-2's by Sayre Shops.

They had average power locos of the Santa Fe type closely resembling the heavy 2-10-2 design of the United States Railroad Administration. Franklin boosters on many of them exerted additional tractive effort. Distinguishing trademarks of these hogs were their huge bulging fireboxes supported by inside-bearing trailing trucks and two staggered sand domes atop the boiler.

In 1923 Alco designed and built a new concept in steam power, an experimental 4-8-2 with three single-expansion cylinders. The Lehigh Valley became the first user and acquired Nos. 5000-5005, Class S-1. Mechanical Engineer W. I. Cantley tested the new power over the Buffalo Division, making the run in 4½ hours—one hour faster than an N-5 Mikado and 1½ hours less than an R-1 Santa Fe with comparable trains. These engines later handled the milk train east of Sayre and heavy passenger runs over the mountains between East Mauch Chunk and Wilkes-Barre, sometimes doubleheading.

In 1924 Alco built the highest development in Valley Pacifics, the capable K-6b's, numbered 2090-2099. These were designed to haul nine cars without a helper from Mauch Chunk to Apex, where the westbound grade averages a continuous 1.2-percent for 32.8 grueling miles. Franklin boosters mounted on the trailing trucks gave K-6b's a total tractive effort of 51,984 pounds. Like all

Lehigh Valley Railroad photo
The locomotive erecting room in the mammoth Lehigh Valley Shops at Sayre, Pa.



of the LV Pacifics, they had stokers.

Nos. 2088 and 2089 were added in 1925-'26, sharing the distinction of being the last new locomotives built at Sayre Shops.

NOW we come to the thirty-seven 4-8-4's that on the LV were called the Wyoming type, the name of a famous valley. These engines symbolized the road's redball freight runs and for many years were the pride and joy of railroaders all over the system. As an early user of this type, the LV ordered the two experimental 4-8-4's built in 1931: the 5100 (Baldwin) and 5200 (Alco).

In test runs with a Westinghouse dynamometer car the new hogs virtually ran circles around the speed and tonnage ratings of the Pacifics and Mikados then being used on most freights. They quickly became an institution. Ten additional units were ordered from each builder in 1932

This type ran through without change on fast symbol freights from Buffalo to Oak Island, about 435 miles, where easy gradients most of the way permitted speeds up to a mile a minute. What a thrill it was to see a mighty 4-8-4 in full stride over the rolling green hills of western New York State, along the broad sweeping curves of the scenic Susquehanna in Pennsylvania, or across northern New Jersey, with her deep-throated whistle delighting the ears! With a tender capacity of thirty tons of coal, only one refueling stop had to be made on through runs.

Class T-3 Wyomings, numbered 5125-5129, were built by Baldwin in 1934-'35 and designed for dual service with 77-inch drivers. Bill Ellis, who lives in Pittston and kept a watchful eye on the Valley's steam power for many years. recalls them as ballast scorchers.

"Milk trains out of Sayre were about the hottest runs on the line," he says, "and the big T-3 whisked one out of town at better than 70 per, on extremely smooth roadbed. I knew a doctor who lived in Tunhannock and boasted of his train-racing exploits along nearby highways. He complained that the only train he couldn't outrun with his auto was that damned milker with a high-balling hogger at the throttle of a T-3!"

In course of time, Pacifics replaced Wyomings on the milk trains, and even with shorter consists the 4-6-2's couldn't do much better than 55 mph. T-3's never achieved steady use in passenger service because their heavy exhausts and vibrations were blamed for dislodging rocks that occasionally fell from the high cliffs that tower above the tracks in the Lehigh gorge.

The three-cylinder 4-8-2's required costly repairs, especially when they ran faster than 35 mph, so in 1939 the Sayre Shops converted them to S-2

Crew of little inspection engine loaf while waiting for the "brass" to show up.
Collection of Harold K. Vollrath, 7239 Village Dr., Prairie Village, Kan.

Built by Alco in 1931-'32, each engine in this class, T-2, had tender booster exerting 18,360 pounds of tractive force.

Pacific No. 2062, Class K-4 (Sayre Shops, 1917), wheels *Buffalo Flyer* 60 mph.
Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

freight-haulers with two cylinders. The engines were given new one-piece cast steel underframes, Boxpok driving wheels, and large welded tenders. With air pumps mounted on their pilot decks, they appeared as odd-looking hybrids of the traditional LV *look* and newer Wyoming design.

Those S-2's ran between Manchester and Packerton, sometimes getting into Easton. But enginemen claimed they wouldn't do as good a job as when they were three-cylinder S-1's.

THE AGE of streamlining dawned upon the Valley in 1939 when industrial designer Otto Kuhler drew the plans for four modernized passenger trains, complete with seven locomotives to match, and Sayre Shops rebuilt them from then-existing equipment. (Kuhler was written up last February as No. 18 in *Railroad Magazine's* series of *Interesting Railfans.*) In this modernization two K-3b Pacifics, Nos. 2022 and 2023, were given a semi-streamlined motif for use on the train *Asa Packer.*

The light K-3b could handle this four-car consist without a helper on the 1.8-percent pull between Wilkes-Barre and Mountain Top. But the seven-car *John Wilkes* required more power to reach Mountain Top without a helper, so two of the K-5b freight Pacifics with 73-inch drivers were given fully streamlined garb. These included Nos. 2101 and 2102 with flatly rounded and bulbous noses.

Three K-6b's, including Nos. 2089, 2093, and 2097, got the full treatment to haul the two *Black Diamond* trains. Their bullet noses were long and pointed, the *Diamond* usually had a helper over the mountains, sometimes being doubleheaded by two streamlined Pacifics—which was something to watch!

But the 106 memorable years of LV steam power were nearing a finish. Alco delivered to the road its final iron horses, T-2b Wyomings numbered 5211-5220, in the wartime year of 1943. A railfan named Bill Ellis recalls an un-

The 2101, a bulbous-nosed 4-6-2, Class K-5, built by Baldwin in 1916, is dolled up for Lehigh Valley's 100th anniversary.
Lehigh Valley Railroad photo

Waiting at water plug is a 4-4-2 type, No. 2476, Class F-6 (Sayre Shops, 1911).
Clinton T. Andrews

usual maneuver that one performed.

"An N-5 Mikado with an eighty-car coal drag had stalled on her way into Coxton yards," he writes. "The sweating hogger tried frantically to get her started again, knowing that the *Black Diamond* would be along in fifteen minutes. Drivers spun and black smoke poured from the stack, but the Mike remained as motionless as a painted ship upon a painted ocean.

"Pretty soon a smoke plume and a deep-throated whistle on the eastern horizon heralded the approach of a T-2b Wyoming with a sixty-car consist. Now there were *two* freights blocking the imminent *Diamond*. But the experienced runner in the 4-8-4's cab, intent upon clearing the express, realized the conditions up ahead. He didn't stop. Drifting to a jerky coupling with the stalled train's caboose, he blew two commanding whistle blasts, cut in his booster, and worked steam.

"Up ahead, the Mikado's engineer felt the slack bunch up. Aware that he now had help, he widened his throttle. Needless to say, the *Diamond* went through without delay. I'll never forget the spectacular show that the Wyoming put on as she pushed the stalled train ahead and pulled her own."

Yes, the 4-8-4's were impressive performers, so impressive that Revelle Brown, the Valley's wartime president, carried the 4-8-4 story with him in 1944 when he became the Reading's president. One of Mr. Brown's first acts on the new job was to plan the construction of 4-8-4's for the Reading, and they were built as Class T-1's. Those engines have been pulling the popular *Iron Horse Rambles*—and we hope they will continue to do so in 1965. In some small way, you could say that they owe their existence to the great Wyomings that once stormed majestically over the Lehigh Valley.

ALTHOUGH the 4-8-4's were just about the last steam power to run on the LV, a Pacific or two also put in a few farewell chores. For example, after diesels had usurped the passenger runs in 1948, one of the veteran K-6b's that had formerly pulled the *Black Diamond* was held at Coxton for stand-by service. She didn't lay idle, but earned her keep by plodding back and forth to Wilkes-Barre with freight-transfer drags. Engineer Jimmy Penaligon, who ran her occasionally, relates the following:

"As I came through Pittston one day on a return trip I saw the agent standing on the station platform making elaborate and most unusual highball gestures. Later, I was more confused when I saw the operator at Pittston Junction give me similar signals and when, still later, a diesel yard crew did the same. I wondered, why all the commotion when when I'm only pulling a transfer drag and no passenger train is due?

"Well, I soon found out. After I had left Wilkes-Barre, the yard clerk learned that he'd given me too much tonnage and the word went around that I'd probably stall on the slight grade into Coxton. But I didn't. My faithful Pacific might even have been able to pull a few more cars. I had the Johnson bar down in the corner, the booster cut in, and the throttle wide open; so we marched right up to Coxton yards with no delay."

The K-6b didn't last much longer after that. Dieselization pushed aside all of the tried-and-true coalburners. September 14, 1951, was a sad day in Lehigh Valley history. It marked the end of the 106 years of steam operation.

Fifteen months later, a group of Sayre Shops officials posed for a photograph in front of the road's last remaining steamer, Wyoming type No. 5219, just before they scrapped her. (*Railroad Magazine* ran this picture in October, 1964.) Thus the Lehigh Valley was one of the earliest Class 1 systems to dieselize and of the first to eradicate its last steamer.

Passenger service has gone, too. The *Black Diamond* survived the passing of steam power by only about eight years.•

W. R. Osborne, 125 S. Cook Ave., Trenton, N.J.

No. 4000, a 2-10-2, and a 2-8-2, number unknown, help westbound freight up the 1.23-percent grade west of White Haven, Pa.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

The last run of Engr. Carl Moore on Chicago Terminal City-Transfer job, retiring after 46 years in Illinois Central service.

Illinois Central Magazine

1 *Do any American trains show movies to their passengers?*

Yes. Atlantic Coast Line's *Florida Special* offers both movies and TV; the B&O *Capitol Limited* and *National Limited* show "current releases of Hollywood color productions."

2 *Define the following types of railroad passenger stations*: (a) *through*, (b) *way*, (c) *stub, and* (d) *loop.*

(a) A station built beside tracks or under them in such a way that trains pass through it directly in either direction. This setup eliminates a lot of switching.

(b) A station usually built to straddle the tracks, often consisting of buildings on both sides of the tracks and connected by a tunnel or overpass.

(c) A station at which the tracks stop abruptly, so that trains must head in, back in, or depart in reverse.

(d) A station having an oval-shaped track connecting with the main line in such a way that trains proceeding via the loop head directly into their tracks beside the depot platform.

3 *What does the word* Talgo *mean?*

It's a coined Spanish term that describes the lightweight streamlined train of revolutionary design, with a low center of gravity, that was introduced first in Spain and later, with variations, in America. T stands for *tren* (train), A for *articulado* (jointed), L for *ligero* (light), G for *Goicoechero*, the Spanish inventor, and O for *Oriol*, the wealthy Spanish family which is backing the train.

4 *Where can I find the words of "Ode to the Road?"*

Right here, written long ago by S. B. Totten, operator on the old Chicago & Alton at Springfield, Illinois.

I love the far-off whistle and
The rumble of a train
As in and out it winds about
And roars across the plain.
I love the sharp and shuffling noise
When rolling cars go by,
The eerie forms and purple storms
Of smoke clouds in the sky.
And what a thrill it is to watch
Soft light in sudden motion
Dance to and fro where dream trains go
Like moonbeams on an ocean.
Here comes my friend around the bend,
Wide open, whistle blowing
Amid the din I wave and grin,
But some day I'll be going.

5 *History, please, of the Pennsy train,* Spirit of St. Louis, *recently discontinued.*

This New York-St. Louis express began operating in 1927 and was named for the aircraft used that year by Charles A. Lindbergh in his trans-Atlantic solo flight. As a steam-powered train it carried 800 passengers a day. Later, with diesel power, it averaged only about 200 a day and had to be dropped because it was losing money. Coach fare for the 20½-hour trip was $49. The fare for a three-hour flight on jetliners between the same two points was only $5 higher. The *Spirit of St. Louis* lost its identity last October 25th when it was consolidated with another train, *Penn Express.*

6 *What is interlocking? I often see that word used in connection with railroad signals.*

It refers to a system used to insure the safety of train movements at terminals, junction points, grade crossings, and drawbridges. Technically, it is "an arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect." There are various interlocking methods: mechanical, electro-mechanical, electric, automatic, and relay.

7 *Can you tell me anything about the old Coal Belt Electric Railway, from which I have four annual passes?*

Yes. Incorporated May 28, 1901, the standard-gage CBE was opened July 1, 1902, with a total of 13.5 miles (Herrin to Marion, Ill., 9.7; Marion Jct. to Cartersville, 3.6) and some connecting track, also 8 motor cars and 2 genera-

Miss Barbara Kreimer

tors. Maybe some reader can tell us when it was abandoned.

8 *When did U.S. railroads discontinue the link and pin coupler?*

At no definite date. The first automatic coupler was patented in 1848, another in 1856, and the Erie tried out a third in 1856. The Burlington and the Philadelphia, Wilmington & Baltimore (now part of the Pennsy) had one in use by 1867, and such couplers were fairly general throughout the West by 1870.

Seven years later the Pennsy adopted the Janney automatic coupler, which, with further developments, became the ancestor of all couplers used by common carriers in the U.S. and Canada. The need for discarding the link and pin was, of course, the danger involved. Many a railroader lost fingers, hands, arms, and even their lives from what they called the "Lincoln Pin." In about 1882, Connecticut was the first state to enact a law requiring the use of automatic couplers; Massachusetts followed quickly.

At that time there were at least 45 different types of couplers, no two of which would work together. In 1885, the Master Car Builders Association conducted trials and accepted the Janney as standard. On March 3, 1893, the signing of the Safety Appliance Act by President Benjamin Harrison made the use of automatic couplers mandatory on all railroads engaged in interstate commerce. For many years after that, however, some shortlines and industrial roads continued to use the link and pin. Even today, a very few still do.

One of the numerous snowplows used in keeping the Maine Central tracks clean.
E. E. Davis photo from J. E. Lancaster, Box 691, Portland, Maine

9 *Which was the first railway on the European continent?*

First one ran between Brussels and Malines, Belgium, 15 miles. Three passenger trains were operated on the opening day, May 5, 1835. Even then there were name-trains, each of the three being designated by its locomotive. One, *The Stephenson*, bore the name of pioneer English locomotive builder Robert Stephenson, who took part in the opening ceremonies. The trains were: *The Arrow*, having 7 four-wheeled cars with wooden benches, which made its first run in 45 minutes; *The Stephenson*, also 7 cars, a few of them covered and boasting cushioned benches, 50 minutes: and *The Elephant*, with 16 open cars, 55 minutes.

10 *Define the term* operating ratio.

It is the percentage which total operating costs bear to a railroad's total operating revenue. For instance, if the operating revenue for a given period is $10 million and the operating expenses amount to $7,500,000, the road's operating ratio is 75 percent.

Robert F. Collins, 436 Radcliffe St., Wyckoff, N.J.

Memories of swirling snow and an Erie freight eastbound through Mahwah, N.J.

11 *Reprint "The Farmer's Mules and the Book of Rules."*

Okay, but we don't know who wrote it. Here's a tiny vocabulary for the benefit of new readers: *hoghead*, locomotive engineer; *cat* (*ashcat*), fireman; *hack*, caboose; *shack* or *brakie*, brakeman; *con*, conductor; *Law*, the law that no member of a railroad crew could be on duty more than 16 hours continuously; *B. of R. T.*, Brotherhood of Railroad Trainmen, and *O.R.C.*, Order of Railway Conductors.

Young Red Smith was an honest lad
Who lived on a farm with his mother and dad;
But he got an idea into his head
That he could earn his daily bread
An easier way than from early morn
Till after sundown plowing corn.

The Frisco trains passed every day,
Where Red plowed corn by the right-of-way.
He saw the smoke cloud the sunny skies
He saw the hoghead looking wise,
He saw the cat with bended back
Keeping her hot with a tank of slack.

This trackside electronic device, a Servosafe (R) Detective, manufactured in Hicksville, N.Y., prevented a major railroad derailment in France on the non-stop Marseilles-to-Lyons run. The infra-red system pinpointed a hotbox on one of the sleeping-cars as the express, carrying about 600 passengers, sped through the town of Valence on September 15, 1963. The train stopped long enough for the journal to be repacked and then continued on to Lyons without further incident.
Servo Corporation of America

The hack passed by, with the con inside
Looking as tho he did nothing but ride;
But the choicest job of all these yet
Was the shack on top, with a cigarette.
Then Red would turn to his corn once more,
But the sun was hot and his feet were sore;
So the job that he decided to get
Was the brakie's on top, with the cigarette.

He saw by an ad in the *Hicksburg Mail*
Where he could learn from a book to be a "rail."
So he bought a copy of "Standard Rules"
And taught the signals to his mules;
His bridle and lines he threw away
And signaled by bell, as he plowed all day.

Two rings would start the beasts, like a curse,
Three rings when standing, and they would reverse,
Four rings when running, they'd reduce speed;
And two was the only stop signal they'd heed;
At last Red had the system down fine,
So he beat it out for a job on the line.

The old man said to his wife next day:
"I believe that kid has run away,
I hope he won't ever come to harm.
Though he never had sense enough to farm,
I think he might learn to run railroad trains,
For you know he was always short of brains.

"I'll finish plowing the corn today,
And start tomorrow making hay."
When the old man went to hitch Red's mules,
He never had read the Book of Rules;
Where Red hid the lines he never could tell,
So he had to put up with the rope and bell.

Well, he hitched them up and got onto the seat,
Took hold of the rope and braced his feet.
He pulled the rope and they started to go,
But he thought the pace was a little too slow.
To the number of rings he gave no heed,
But the mules took signal to increase speed.

So when, without knowing, he'd give five rings,
The mules began to scatter things.
They circled around through the corn and hay,
Stopping at nothing in the way.
As they neared the house, he called to his wife,
"Go flag a train and save my life;
Just ask the con for his Book of Rules,
To find how to stop these gol-darn mules."

She flagged a train; it stopped up short.
The con she found was a good old sport.
"Madam," said he, "if that team of mules
Is pulling the plow by Standard Rules,
Just tell your husband all he needs to do
To signal a stop is to ring but two."

So she called to him, "Two is enough,"
But he yelled to her: "Take no such stuff.
Why, two rings to start and two to stop—
That con has surely taken a drop!"
So the mules continued upon a dead run
While the neighbors came in to see the fun.

For sixteen hours they did their best,
And then tied up for ten hours' rest.
When the Law at last had got them stopped,
The old man said, as his brow he mopped,
"I'll not allow my good mules
To be governed by Standard Rules."

Meanwhile, Red got the job he so highly prized;
The dream of his life was realized.
He first joined hands with the B. of R. T.
And then, later on, with the O. R. C.;
And as old Father Time turned over the leaves
Red got gold stripes on his uniform sleeves.
He smiles as he pulls the bell-cord now
And thinks of the days he signaled that plow.

12 *I want a brief history of the Birmingham & Southeastern.*

This Alabama shortline, which never reached Birmingham, dates back to 1901 with the chartering of the Union Springs & Northern. The latter began operation in 1902 over 8 miles of track from Union Springs to Fort Davis, where it interchanged with the Seaboard Air Line.

Around that time another shortline, Tallassee & Montgomery, was built by Tallassee Falls Manufacturing Co. from its plant at Tallassee, Ala., to Milstead, 6.28 miles, and ran trains to Montgomery over Western of Alabama tracks, interchanging at Milstead. In 1912 the US&N completed a 21-mile extension to Milstead, bought the T&M, and adopted the name Birmingham & Southeastern in the hope of eventually reaching Birmingham. The B&SE extended its line north to Eclectic and would have built to Rockford if World War 1 hadn't permanently stopped its growth.

In 1920 the B&SE went into bankruptcy. It had 48.2 miles of track, 4 steam locomotives, 4 passenger cars, and one service car. W. M. Blount was appointed receiver. Today the line, shrunk back to 6.28 miles, belongs to his son, Robert, who also owns the Bank of Tallassee and keeps the unprofitable B&SE going with money out of his own pocket.

13 *Recently you had an item about safety belts in cabooses. Do they have practical value?*

Yes, indeed, for the same reason that motorists and airplanes use them. For example, last August 19th a Union Railroad crew was making a routine run from North Bessemer with 64 cars of ore bound for Duquesne, Pa. Seconds after passing the East Pittsburgh general office building, the caboose coupler pin dropped out. The coupler fell from the buffer casting onto the track and the caboose hit it, derailing the last truck. Fortunately, the two men riding in the

Doubleheaded by Nos. 90 (2-6-0) and 2649 (2-8-0), Canadian National engines with Stephenson motion, an excursion train heads northward from Belleville to Bancroft, Ont., sponsored by Canadian Railroad Historical Asso. and Upper Canada Railway Society.

Jim Brown, 360 Manor Rd. E., Toronto, Canada

Southern Pacific tower at Redwood Jct. stands at the point where Coast Division's busy double-track line out of San Francisco toward Los Angeles meets Western Division's single-track line over San Francisco Bay. Note the train-order posts. "Copy 3 east" is still a reality here. Picture was made in 1961 at 3 a.m. while the photographer was working the third trick.
Robert Field, 107 Stanyan St., San Francisco, Calif.

cupola, Condr. I. W. Morris and Brakeman H. R. Wadsworth, were wearing seat belts. Without the belts, they would have been thrown from their seats to the floor five feet below. As it was, they were shaken up a little. But some old-timers are still unconvinced.

"Seat belts on cabooses?" snorts retired conductor Bill Knapke, Tucson, Ariz. "What kind of guys do they have on trains nowadays? Any trainman who doesn't know how to guard against shocks should not be railroading. I used to shave, with a straight razor, in the crummy behind 65 cars going down San Giorgio Pass and never worried about cutting myself. Personally, I'd regard the offer of a seat belt in a caboose as an insult."

14 *List Soo Line steamers on display.*

This data comes from Leslie Suprey, Soo Line telegrapher, whose book, *Steam Trains on the Soo*, was reviewed in our magazine last month.

730, Pacific (Schen. '11), Gladstone, Mich.
735, Pacific (Schen. '13), Minot, N.D.
736, Pacific (Schen. '13), Appleton, Wis.
950, Decapod (Bald. '00), Ashland, Wis.
1003, Mikado (Schen. '13), Superior, Wis.
1011, Mikado (Dunkirk '20), Ladysmith, Wis.
1024, Mike (D. '12), Thief Riv. Falls, Wis.
2713, Pacific (Sch. '13), Fond du Lac, Wis.
2714, Pac. (Sch. '14), Fond du Lac, Wis.
2718, Pacific (Schenectady '23), National Railway Museum, Green Bay, Wis.
2719, Pacific (Sch. '23), Eau Claire, Wis.
2845, 10-wh. (Brooks '00), Waukesha, Wis.
440, Consol. (Sch. '03), Harvey, N.D.
451, Consol. (Sch. '05), New Town, N.D.
2425, Consol. (Sch. '09), Enderlin, N.D.
2442, Consol. (Sch. '11), Marshfield, Wis.

15 *What was the Martin Box whistle?*

"It was a standard locomotive whistle used on many Midwestern railroads in the 1890's," according to Bill Knapke, a long-time boomer, "and was shaped very much like one of Uncle Sam's mailboxes that you see attached to posts on street corners. Reduce a mailbox in size about one-third, cut a slot, insert a metal tongue projecting upward, screw a steam pipe into the bottom, and you'll have a Martin whistle. The name came from its resemblance to the birdhouses used by martins, a species of swallow."

16 *What was Order of the Red Spot?*

The Erie organized it about 1915 when runners had engines regularly assigned to them. The number plate on the smokebox was usually brass, the background being painted red. Engineers who kept their locomotives in good condition for the longest periods before sending them to the backshop for heavy repairs automatically became members of the Order of the Red Spot. And Erie hoggers with outstanding safety and seniority records had their names emblazoned in gold leaf on the sides of their cabs. "It was a great honor," comments Engineer Wayne Howland, 207 N. Lehigh Ave., Sayre, Pa., who supplied this information.

Many other roads also painted the names of ace engineers on their cabs. The last engine to carry such a name is said to have been the *H. H. Paine*, Woodstock Railroad No. 4, a Mogul acquired from the Bangor & Aroostock in 1929 and used on the Woodstock's last run (in Vermont) four years later. Old Harry H. Paine himself sat at the throttle. It was his final run before retirement. But only the Erie had the Order of the Red Spot.

Running Extra

An answer to John Zacho's letter in our November department comes from

Gary Nordell, Box 2088, Culver City, Calif. 90232: "I believe Camino, Calif., qualifies as a town served by a railroad but not by a highway. It is located about 3 miles off U.S. Highway 50, the turn-off being 8 miles east of Placerville. The highway from U.S. 50 to Camino is two-lane. The privately-owned Camino, Placerville & Lake Tahoe Railroad runs to Camino from a connection with the SP at Placerville to serve the Michigan-California Lumber Co. mill.

"Behind Camino's main street is the dead-end of Hal Wilmunder's Camino, Cable & Northern Railroad, which presently extends 1½ miles to the yards and enginehouse before crossing Cable Road. Last I heard, it had crossed Cable Road, but I don't know how far it may have gone beyond that. Hal has at least one steamer, a 4-6-0, which he runs now and then on week-ends."

William Trade, contact your brother-in-law, C. C. Patterson, Box 171, Lake Benton, Mich. You left Lake Benton for California 22 years ago and have not been heard from since.

"Like the *Del Monte Limited*, mentioned in November's *Running Extra*," writes Edward Wenmore, Canton, Ohio, "the *Overland Limited* (C&NW-UP-SP) started running in 1889; but the *Del Monte Limited*, originally called the *Del Monte Express*, is undoubtedly the oldest name-train in the West.

"A fast passenger train has been leaving San Francisco in the afternoon ever since 1880, when the Hotel Del Monte at Monterey, 121 miles south of San Francisco, opened its doors to serve the carriage trade. I don't know what name it had, if any, prior to 1889, but the *Del Monte Express* was a continuation of it on the same schedule. The hotel was one of the swankiest resort establishments in the West. Today, its name is familiar to supermarket customers of canned fruit, etc. The brand name honoring the hotel was adopted by one of the 14 canning companies which merged later into the Calif. Packing Corp."

A reader asks where we got the figure, 85, for the number of American women who are locomotive engineers (item 5, Dec. '64). It came from Sheldon Lustig, 1737 Cumberland Rd., Cleveland Heights 18, Ohio, who spotted it in the *Cleveland Press*, June 25, '64. We hope someone will tell us about those 85 women.

Frank M. Klock, Jr., wants a list of the largest, heaviest, and most powerful of each type of American steam locomotives. That's a tall order, Frank. Who will start the ball rolling?

Magazine articles, second-hand books, information, etc., about old time or modern steam locomotives are sought by Juan Silva, locomotive engineer, S. Carril 1880, Sante Fe, Argentina, for use in his work as a teacher of that subject.

"I own Baldwin saddle-tank 0-4-0, switcher, builder's number 54075, built in 1920, and want to know her history," writes Dail Campbell, 6518 Myrtle, Houston, Texas 77017.

Commenting on November's item 10, L. K. Penningroth and Jacob W. Cheney tell us that in 1918 all express companies in the U.S. were unified into the American Railway Express Co. (not Railway Express Agency), except for the Southeastern Express Co., which is owned jointly by Southern Railway and GM&O. In 1929 the ARE Co. became the Railway Express Agency, Inc., now known as REA Express.

"I am interested in getting copies of magazine and newspaper articles about Great Northern steam," writes Wayne M. Scott, 2026 S. Dakota St., Sioux Falls, S.D. "I also hope to hear from railfans who specialize in GN steam locomotive photographs.'

Wanted by Carl Fankhauser, Box 66, Haviland, Kan.: info. and photo of rail-test car, number unknown, built by CRI&P in 1948 from one of its 9007-9013 series gas-electric motor cars, which Carl remembers seeing as a boy.

'Where can I find my sister, Mrs. May Lechliter Rinehart Bland, last heard from in 1945?" asks Mrs. Clarence Phillips, Box 958, Shallman, Md.

A new type or railroad tank car, termed "a hot plate on wheels," heats its cargo as it travels, sometimes with temperatures above 500 degrees. Designed and built by ACF's Shippers' Car Line Division, it transports vegetable oil, pitch, etc., that must be heated in transit to be ready for immediate unloading at destination.

"One difference between a GP-7 diesel and a GP-9 is that the former has three rows of ventilators directly below the cab, whereas the GP-9 has only one row," writes Gary Miller, 1621 S. 2nd Ave., Arcadia, Calif. 91006. "And the fans on an F-3 are raised a few inches above the roof line, while F-7 and F-9 fans are more nearly flush with the roof line. Only the E-7 has an air intake directly behind the cab door. These observations are based on a study of photos and rosters. I'd like to hear from readers who can tell me about the differences between other similarly-built locomotives."

Regarding item 3 in our November department, Will Love of Birmingham, Ala., writes: "As early as 1888 or '89 split switches had been installed on mainline track and most sidings on various roads, among them the Lehigh Valley, the Birmingham Mineral (now part of the L&N), and the Georgia Pacific (now part of the Southern)."

Ireland's railroads, which ten years ago depended entirely on coal, are 99 percent diesel today.

In answer to a request, "Ferryboat" H. Reid, Carolinas editor of *The Times-Herald*, Newport News, Va., sends us the following list of North and South Carolina towns named for railroaders:

Fremont (formerly Nahunta), N.C.: for S. L. Fremont, engineer and supt. of Wilmington & Weldon RR. in 1850's, also connected with the Wilmington & Raleigh.

Goldsboro, N.C.: for M. T. Goldsborough (different spelling), chief engineer, Wilmington & Raleigh.

Sanford, N.C.: for locating engineer of the Raleigh & Augusta Air Line and Chatham RR.

Moncure, N.C.: for Thomas J. Moncure, chief engineer, Chatham RR.

Dudley, N.C.: for Governor Dudley, a backer of the Wilmington & Weldon, who turned the first shovel in its construction.

Morehead City, N.C.: for John Morehead of the old North Carolina RR.

Aberdeen, N.C.: originally named Blue's Crossing for the Blue family, which operated logging railroads and later the Aberdeen & Rockfish common carrier. (A&R still has a dandy 2-8-2 stored at Aberdeen.)

Glenn (formerly University), N.C.: for M. C. Glenn, engr., then trainmaster, finally division supt., North Carolina RR.

Mebane, N.C.: for Giles Mebane, North Carolina RR. director.

McBee, S.C.: for Vardrey E. McBee, vice president, Seaboard Air Line.

Middendorf, S.C.: for principal SAL stockholder long ago. ●

David Plowden, Putney, Vermont

Train No. 5, the *Columbia River Express*, former pride of the Spokane, Portland & Seattle Railway but now defunct, is seen at Wishram, Wash., two years ago.

ALONG THE IRON PIKE

by Joe Easley

UNIQUE STAINED GLASS WINDOW WAS INSTALLED IN METHODIST CHURCH WHEN EAGLE BRIDGE, N.Y., WAS BUSY RAILROAD JUNCTION POINT. IT SHOWS HISTORY OF TRANSPORTATION: CARRIER PIGEON WITH LETTER, CIRCUIT RIDER, 4-HORSE STAGE-COACH, WITH STEAMBOAT IN BACKGROUND; RAILROAD TRAIN, TELEGRAPHER'S KEY, AND TELEPHONE.

WITH 4,200,000 TRAIN RIDERS A DAY IN TOKYO ALONE, JAPANESE COMMUTER TRAINS ARE DESPERATELY OVERCROWDED. HUSKY STUDENTS ARE EMPLOYED TO FORCE PASSENGERS INTO THE CARS. THE PUSHING IS SO VIOLENT THAT CRACKED RIBS AND OTHER INJURIES ARE NOT UNCOMMON AND MANY PACKAGES, WRIST WATCHES, PURSES, ETC., ARE LOST.

SHOVELING SAND OFF TRACK OF SFAX-GAFSA RAILROAD, TUNIS, IN SAHARA DESERT, WITH MERCURY AT 122 DEGREES. GE DIESEL LOCO HAS SPECIAL FILTER TO KEEP SAND FROM DAMAGING ENGINE.

AUSTRALIAN TRACKSIDE GRAVE OF "OUR DOG JERRY" ON VICTORIAN GOVERNMENT RAILWAYS' 30"-GAGE GEMBROOK LINE.

Al Staufer shot this pic from the front of a Cleveland Rapid Transit car.

Interesting Railfans No. 25

ALVIN F. STAUFER

The Staufer family at home. Marge and Al form backdrop for the four children: (left to right) Craig, Joan, Jill, and Eric, and the pet collie dog, Spanky.

LIKE Bob Hess and Bill Young, his two immediate predecessors in our *Railfans* series, Alvin F. Staufer lived for years on a farm but has never been a farmer, although he enjoys going to farm auction sales and buying antiques or whatever else strikes his fancy. No. 25 is, in fact, an artist and art teacher. He has created some of the finest wash drawings of steam locomotives we ever saw—a dozen altogether, five of them New York Central.

Also, he has authored and published three large books, *Pennsy Power, New York Central Power,* and *B&O Power,* and is working on two others, *Central's Early Power* and *Chessie's Power.* In each one the main emphasis is steam. Al began assembling material on the Hudson type for still another book, but learned that A. C. Kalmbach was going to put out a volume on that subject, loaned Kalmbach his material, and dropped his own plans for it.

In some of his paintings Al copies details from photographs that he himself took. On one occasion about ten years ago he "shot" an observation car in a Nickel Plate passenger yard so as to use it in a painting. Two weeks later came a surprise. A stranger walked into his studio and introduced himself as the chief of the NKP police department.

"Boy, did you lead us a merry chase!" the man exclaimed. "You photographed a car that we had set out for President Truman and we had to know why. We ran an FBI check on you"—Al winced —"but found you were only a railfan."

"I am," the artist said faintly.

Born May 27, 1925, at Fairfield, Alabama, Al was raised in Ohio and has lived in that state ever since, currently at Medina (Box 145, Route 4) in a picturesque Western Reserve farmhouse, 130 years old, that he himself restored. Three minor events that occurred when he was a small boy helped to make him a railfan. Embedded in his mind is the image of a New York Central calendar for 1931 that he often saw in his grandmother's house. Because of this memory he began collecting Central and Pennsy calendar pictures and now has nearly 150 of them, including two in mint condition, NYC 1926 and '28, complete with date pads.

The other two episodes involved model railroading. A train set appeared one day on the living-room floor but almost

Al's studio, a converted chicken coop.

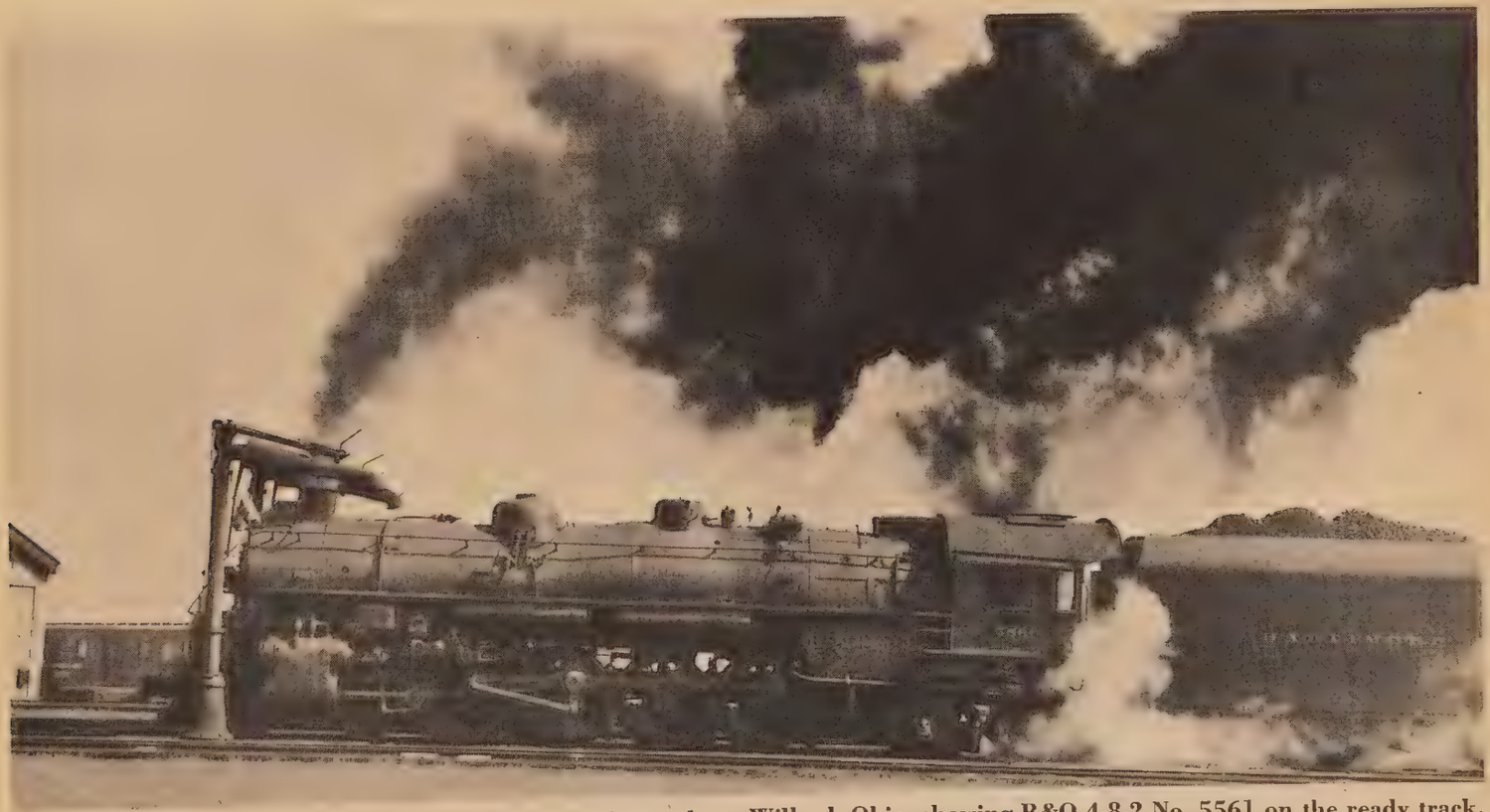
before his father could get it assembled and operating there was a mysterious phone call and it went back to the store whence it had come.

"Later," Al recalls, "my folks acquired a Buddy L set and I enjoyed it for the next six years. As a result of the second two episodes, I took to collecting model rolling stock and now have about 80 locomotives, mostly American Flyer, S gage. I also built such equipment, which taught me what locomotives were like. This experience helped me to make my drawings more accurate."

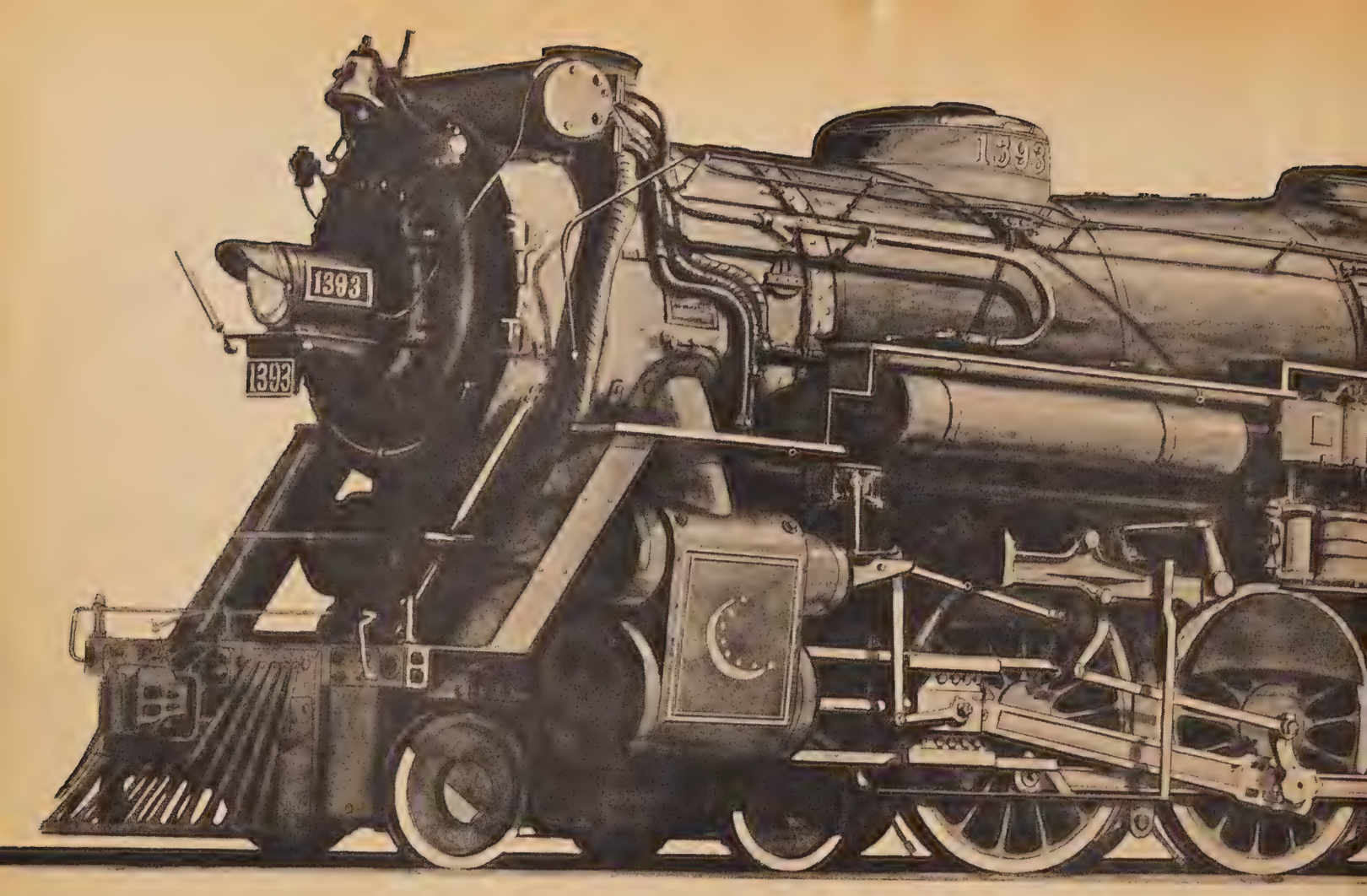
His first exciting railroad venture happened when he was still small and rode a switching engine with a boy friend on the Akron, Canton & Youngstown. "She was a hand bomber," Al remembers, "and the fireman gave us a try with the scoop. It had looked easy while he was doing it but we kids soon spilled coal all over the cab floor."

As Al Staufer grew up, his interest in railroading matured. One wintry day in

Al Staufer poses beside a Baltimore & Ohio painting he made for a book jacket.



Al is rather proud of this spirited photograph that he made at Willard, Ohio, showing B&O 4-8-2 No. 5561 on the ready track.



1952 he was driving his Ford alone at about 55 miles per hour on a road that paralleled the Central's main line when a Class S streamer in the 6000 series overtook and passed him. "I'll never forget the sight of those huge tandem rods churning up and down, with snow muffling the sound and curling up behind her tank. She had 17 mail and express cars and seemed to be making a smooth silent 80 mph."

He recalls other high spots in his rail-fan career: wandering through steam-filled roundhouses at night, which to him was sheer magic; riding a diesel cab from Cleveland to Bellefontaine and back; a morning spent trackside in Philadelphia with *Railroad* author Bert Pennypacker; and a tasty lunch in the Commodore Hotel with Paul Kiefer, then the Central's motive power chief, thrilling to Mr. Kiefer's recollections of the days in 1927 when he tested the first Hudson J-1, No. 5200.

Al Staufer is an extrovert of medium height and weighing 157—says he hasn't gained a pound since he graduated from high school in 1943. He runs his business from a chicken-house, 12x35 feet, converted into a studio and located just behind the home. He relies on diet, exercise, hard work, and a disinclination to worry, rather than on doctors, to keep him in good health.

"Americans would be better off," he says, "if they look upon a green salad as more than table dressing. Personally, I don't go in for drugs. Never had a tranquilizer in the house and haven't taken half a dozen aspirins in my life."

For more than two years of World War II he was throttle man on a steam transport in the United States Navy. "We hit plenty of foul weather," he recalls, "including a typhoon or two. On such occasions most of the boys passed the time below deck playing cards. I would pick a high but safe vantage point on the bridge and watch the mountainous waves by the hour."

Upon returning home, he renewed a friendship with a pert little blonde named Marge, who had grown beautiful while he was away, and in 1950 he married her. They have four children: Craig, Jill, Joan and Eric. Also a cat and a collie dog named Spanky.

"During the summer we (but not the cat) do lots of swimming," Al goes on, "and in snow weather we sled on a nearby hill. Our most satisfying form of relaxation is to sit in front of our big colonial fireplace on a cold winter's night and listen to the crackling of flames. We also love Italian opera, Mozart, and Haydn. I share Lucius Beebe's contempt for gadgetry and his love of animals, all kinds. I had 80 acres of land, half woods, and have never killed a bird or animal on that property or elsewhere. It is hard for me to understand why hunters kill the timid and graceful creatures that roam our woodlands or fly overhead. Some day I'm going to buy about 200 acres and post signs around it saying, 'Hunters Keep Out! Private Game Preserve.' "

Along with those who hunt to kill, Al Staufer would list as undesirable human beings the do-gooders who seem to think they can correct society's evils with more and more federal controls. "Our greatest national danger is spreading socialism," he says. "I am disturbed especially by governmental policies that throw both the railroads and agriculture out of balance. During the past nine years I have had about fifty letters

Eric, Craig, and Spanky on lawn of the old remodeled Staufer farmhouse. On cold winter nights a big colonial fireplace indoors gives cheery heat.

Two of Al Staufer's famous wash drawings are reproduced here. The reproductions available to railfans measure 34x18 inches, printed on good paper. No. 1393 is a Class P-S4 Pacific built by American Locomotive Co. for the Southern in 1926. The New York Central's 999 made 112.5 mph in 1893, setting world record.

published in Cleveland newspapers, nearly all of them in reference to rail transportation."

Another thing that stirs his wrath is the vast American junkyard, the "sea" of commercial signs that fill more space and become uglier with the passage of time and are fast despoiling the country's natural beauty. He resents, too, the constant decimation of woodland and meadows on the outskirts of population centers and the perpetual increase in acreage devoted to concrete highways with their attendant billboards, hot dog stands, and service stations. Particularly because he is an artist, No. 25 finds these by-products of civilization hard to endure.

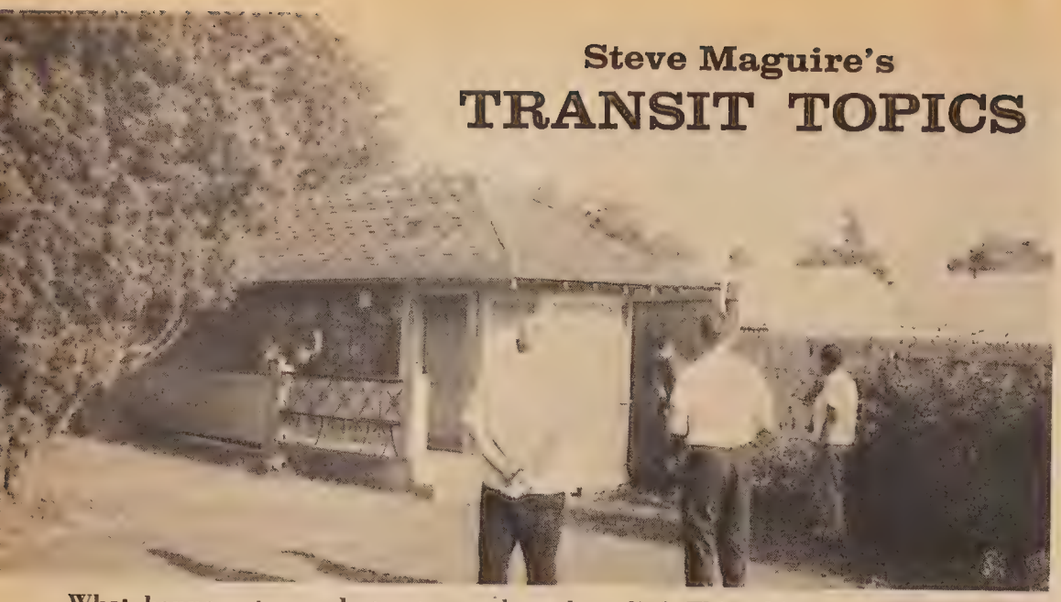
Al has good reason to be proud of his series of wash drawings of locomotives. He sketches each one freehand and then copies the details accurately from photographs. His books, too, have had excellent reviews in *Railroad Magazine*. He is grateful to the many fans who have contributed illustrations for use in those books and those who have given him helpful suggestions and information for future books.

"My greatest satisfaction," he says, "comes from doing something creative, whether it is painting, writing, or art instruction. I used to teach in high school but now teach part time in grammar school. Some of my students have won national honors. I have no pet superstitions that I know of but I shrink from riding commercial airplanes. The thought that one little mechanical error or bad judgment of a pilot could kill everyone aboard terrifies me. My worst habit, I think, is too little regard for details such as the clothing I wear. As of now, I have but one old suit to my name.

"On the other hand, I am fussy about getting accurate details in my railroad drawings and paintings.

"Some day, when all my books are finished and the kids are grown, I hope to give full time to painting railroad scenes in the grand old calendar style—becoming, you might say, a railfan version of Grandma Moses." •

Steve Maguire's
TRANSIT TOPICS



What happens to good streetcars when they die? This old one at Herbertsville, N.J., is the body of Coast Cities Railway No. 703 (ex-Newport, R.I., car), converted to a residence. It's the last remaining CC car body. Four members of NRHS, North Jersey Chapter, including your editor, Steve Maguire (at far right), are examining the "spite fence" that some anti-juicefan neighbors erected there not long ago.

GREAT BRITAIN has its quota of juvenile delinquents. Take the case of two smart-alecky youths who pushed a button the other evening, just before midnight, on Tooting Broadway station and brought the whole London Underground system to a halt. A police witness said at London Sessions that 11 trains, with 1,000 passengers, were stopped.

Steve Maguire

Two clerks, both aged 17—Sean Dooley and Alan William Hipgrave—were sent to a detention center for three months for "unlawfully tampering with the electrical appliance on the railway . . . obstructing, or causing to be obstructed, a railway carriage."

Michael West, prosecuting, said that at the end of the platform was a box which contained a push button. It had the notice: "Main circuit breaker reset plunger," and a warning that it should be used only when requested by the signal department. Hipgrave lifted the lid and Dooley pushed the plunger. The result was that all the signals were put at danger. Employees with lamps went through the tunnels to find out what was wrong, and reassure passengers.

DOGS are permitted to ride streetcars in Basel, Switzerland, if the owners pay fare for them. You can buy a season ticket for a canine passenger at a reduced rate, but a photo of the dog must be pasted on each season ticket to identify it.

SOME 200 juicefans enjoyed an 8-hour subway ride in New York recently—fare $6. Riding in style, with only 25 passengers per car and a "diner" for refreshments, they covered the vast IRT network in Manhattan, the Bronx, and Brooklyn, snapping pix and swapping impressions.

The Electric Railroaders Association sponsored the trip, which marked the final run of 8 old IRT low-voltage cars, the last of 1,000 such cars. The others have gone, or will soon go, to the scrap heap.

According to the buffs, there was something very special to the noise of the motors that is not reproduced in the newer cars.

"This is a historic trip—we're recording every sound on it," said Raleigh D'Adamo, a lawyer, as he held his microphone out of the moving train.

While the fare was high, each passenger knew he would end up with a treasure — a destination sign, a brass whistle, or even a fire extinguisher. To the fans, these "souvenirs" are worth their weight in gold. Many, unaware that the Transit Authority had arranged to distribute the subway equipment as gifts at the end of he tour, had helped themselves early to these items.

The train made a special stop at the old City Hall station, unused since 1945. Dim lights illuminated the arched, tiled ceilings of what was once the system's most imposing station.

READERS may recall that in the early days of World War II, several railfans visited the Mason City & Clear Lake Ry. trolley freight line yards at Emery, just outside Mason City, Iowa, were observed taking pictures of the equipment, were promptly apprehended by an overzealous local constable and jailed as possible spies.

Nearly a quarter-century has passed since those dark days. Today we almost have a similar situation but for a different reason. The MC&CL, now the Iowa Terminal Railway, still runs trolley freight and has an assortment of equipment, including a North Shore Line freight motor, repainted into a bright orange color with silver trim, and ex-Grand River Ry. and Kaw Valley freight motors similarly repainted.

Writes James Levis of Waterloo, Iowa: "Visitors to the Iowa Terminal line are urged to contact it before going on the property. The area is posted with signs discouraging visits by anyone, including railfans. If you disregard the signs you may find yourself tangling with the law."

"You really can't blame the company for this attitude," says Vernon

F. H. W., El Cajon, Calif.

On the main thoroughfare in Havana Cuba: car 571 of Havana Electric Company.

Car 3, Pacific Coast Aggregates Co. (now an industrial line) at Stone Bluff, near Davenport, Calif., is currently used for the company's employes only.
S. D. Maguire, Box 51, Belmar, N.J.

Langdon of Tinley Park, Ill., "because visitors have been stealing such things as headlights, controller and brake handles, whistles, and other items needed for the operation of service. A few crooked railfans and junk dealers have soured the situation for the vast majority of us who are honest."

ABANDONMENT of rail commutation service in the Pittsburgh District was averted at the last moment when the Pennsy agreed to postpone the discontinuance for a period of 90 days from August 28th to allow the Port Authority time to devise plans for substitute service.

Meanwhile, the Port Authority has been making feasibility studies. Its first suggestion, announced by outgoing Executive Director Harley Swift, would see the purchase of 16 rail diesel cars (from the Boston & Maine) and using them in service on the four PRR commuting rail lines, reports James Cerny, 1022 Province St., Pittsburgh, Pa.

To maintain all-day service, the cars would be run at intervals of about 100 minutes on two through runs from suburbs to downtown and out to the other side of the city. Runs would go from Trafford south through Union Station and out to Ambridge, with the second route leaving New Kensington, running through the station and to McDonald.

We cannot see how this project could even get on the drawing boards in so short a time. Even passing up such weighty problems as labor contracts and sale or leasing agreements for the equipment, the project completely misses the rush-hour traffic. Vital parking areas needed to attract riders could be very costly in the urban downtown station areas.

IF "CHARLIE" of the famous Kingston recording trio is still riding, he's no longer riding MTA. The Metropolitan Transit Authority is no more, its facilities having been taken over by the Massachusetts Bay Transportation Authority on August 3rd. The new MBTA will be responsible for providing transportation to Boston and 77 surrounding areas, while the old MTA served only 13 municipalities outside of Boston.

Full-scale walk-in model of air-conditioned rapid transit cars, of which 162 are being built for the Port Authority Trans-Hudson system. We see Susan Nolan, 601 16th Street, Union City, N.J., and Daniel Ruskino of Elizabethtown, N.J.

Among MBTA headaches are negotiations with the three commuter railroads in the Boston area that are threatening to end this service. These are the New Haven, Boston & Albany, and Boston & Maine. Furthermore, the Middlesex & Boston Street Railway (the bus successors to a former trolley system west of Boston) has threatened to abandon all service unless it gets a subsidy. According to Peter Folger, 39 Ingraham Rd., Wellesley, Mass., the M&B provides a much-needed feeder bus service to the MBTA, the loss of which would hit Boston commuters.

As for the old M&B trolley line, its tracks have not been used for 35 years but uncovered recently during work on relocation of the MTA Watertown trolley line through Newton Corner. They were found to be in better shape than the MTA track being relocated, writes Norton Clark, 21 Endicott St., Newton Highlands, Mass.

Extension of the Massachusetts Turnpike into Boston earlier this year made necessary the street relocations in Newton Corner along the Watertown trolley route of the MTA. Our corre-

spondent writes that efforts were made to cut back the trolley line from Watertown to Oak Square, but the Mayor of Newton wisely fought for a one-seat ride into Boston and won out. Now the car tracks are relocated on the new bridge over the Turnpike. Car riders can still travel directly to downtown Boston and along its subway line.

OLD colored postcards suitable for reproducing in 35 mm color slides are being sold by Paul Garde, operator of *Thirty-Five Slides*, Green Mountain Falls, Colo., which offers an extensive list of duplicate color slides available at 35 cents each. In addition, Paul will make color slides from any colored postcards for 50 cents each. Since some old cards show scenes and car colors fairly accurately and were taken in days long before color film, they represent the only means of obtaining colored reproductions of such material.

Scene at Wesport, Ind., on recent steam-powered excursion of the Anderson RR. Club with North Shore cars 152 and 172 and Chicago, Aurora & Elgin car 318, operated over 4000 feet of ex-Milwaukee Road track by Indiana Ry. Museum. Philip Zebart

MANY years ago it was a joyous common practice to ride trolleys out to amusement parks, recalls Donald Slick, 101 Wilson Ave., Oil City, Pa., but with so many abandonments there remains only one trolley line in the United States that serves a large amusement park. That is the long north-side loop served by Bellevue and West View routes 10 and 15, both of which stop at West View Park, in the northwest section of Pittsburgh, Pennsylvania.

PLANS to provide downtown park-ride facilities for persons using its monorail line are being made by the Seattle Center Corporation, according to Donald C. Dietrich, 9508 15th Ave., NE, Seattle, Wash. At the end of the line, Seattle Center is being developed at the site of the former World's Fair grounds. Already the Opera House, Coliseum, and Playhouse are drawing riders to the area, hence the need for a parking area for vistors who drive downtown and want to use the monorail to reach the Center.

ANOTHER national landmark has been dedicated at a rail center. We learn from Louis J. G. Buehler, president of "Railways to Yesterday," the trolley operation at the East Broad Top Railroad in Rockhill Furnace, Pa., that the EBT was officially cited as a national landmark at festivities held there recently. The event featured a parade of antique autos and 25 people dressed in oldtime costumes and bands, along with three of the EBT steam engines, two of which pulled a double-headed narrow-gage passenger train for the occasion. And, of course, the ex-Johnstown, Pa., trolley No. 311 ran along its mile of track for the delight of visitors.

Additional poles are arriving there to extend the trolley line another 1000 feet down the old Shade Gap Railroad branch, along much of which it is hoped cars will operate in the not-distant future. We'll keep you posted on further developments.

CHARLES A. KROMER, stationmaster of the Cedar Point & Lake Erie Railroad, a narrow-gage steam road at Sandusky, Ohio, seeks information to assist him in building a standard-gage trolley line on the park property at Cedar Point.

With all unused New Orleans cars scrapped, it is hard to find old-style trolley equipment available for museum use except in foreign lands. There must be nearly 1,000 open trolleys of all styles available at Rio de Janeiro, Brazil, due to abandonment of the large downtown trolley system there, but we have no word on facilities for purchase or shipping such cars to the States.

Fontaine Fox sent original "Toonerville" drawing to Frank P. Donovan in 1960.

FRANK P. DONOVAN, Jr., who was No. 19 in *Railroad Magazine's* series of *Interesting Railfans*, knew the late Fontaine Fox personally and has this to say about him:

"The creator of comic 'Toonerville Trolley,' America's most famous electric car, died in Greenwich, Conn., last August 9th at 80. How well I recall the pleasant visits with Mr. Fox when I interviewed him for an article "The Real Toonerville Trolley" which I wrote for Feb. '38 *Railroad Magazine*! He told me how the Toonerville stemmed from the old Brook Street line in Louisville, Ky., and a stub line

in Pelham Manor, a New York suburb. On the latter route the streetcar met New Haven trains. Fox was impressed by the solicitude of the motorman in holding up the one-man car when he thought he had missed a passenger at the depot. Long afterward, the young cartoonist began drawing his rickety vehicle and he called it 'The Toonerville Trolley that Meets All the Trains.'

"Fox was intrigued by small-town trolleys and more so by steam trains. Years ago, when an occasional steam freight went by his Manhasset studio, on the Long Island's electrified Port Washington branch, he would knock off work to watch it pass.

"Of all Toonerville's townsmen, the Skipper is probably the best known. But Toonerville was also the home of such well-known comic characters as Mickey McGuire, The Terrible-Tempered Mr. Bang, Aunt Eppie Hogg, Tomboy Taylor, Stinky Davis, and Handlebar Hank. Fox drew his last syndicated cartoons in 1955. Sketching came easily to him. But to be funny 365 days in the year, with prolongd humor for the full-page Sunday section, was a serious matter.

"Besides four decades of funnies, he authored three books: *Fontaine Fox's Funny Folk, Cartoons,* and *The Toonerville Trolley and Other Cartoons.* I remember the wind-up Toonerville Trolley, which is now a collector's item and brings up to $25. The Toonerville Trolley Game, played with checkers, is almost as rare. For my part, I'll miss Fontaine Fox's unique Christmas cards, all hand-drawn."

Remember the old Pacific Electric? Photo shows first day of operation, July 2, 1904, between Los Angeles and Long Beach, California. Note the ladies' dresses.
Collection of G. G. Allen

Museum News

FIRST electric operation of a trolley museum in Great Britain began June 6, 1964, when ex-Blackpool double-truck open car No. 2 made the inaugural run under power supplied by a diesel generating unit operated by the Tramway Museum Society near Matlock, Derbyshire, England.

Prior to this, a horsecar running over the museum tracks had supplied the only service there, but with overhead catenary erected on nearly three-quarters of a mile of track, the bigger museum pieces now can be run along rails that eventually will be extended for a much longer ride. This information comes from *Modern Tramway*, official magazine of the Light Railway Transport League. The magazine also notes that this is the first new standard-gage electric railway to be built since 1924, when a short-lived tramway line was set up in the Dearne district.

SINCE last January the new tramway museum line of the Australian Electric Tramway Association in the suburbs of Sydney, New South Wales, has seen a 1926 Cadillac rail bus operating on museum trackage, reports Kenneth McCarthy, 155 Parkside Dr., Dapto, N.S.W., Australia. The vehicle was converted from a road to a rail bus in 1929 for use on a private coal line and was operated there until 1949. It has four cross benches at the rear for passengers.

For additional operation it was decided to experiment with battery power. Tests made with one such vehicle on the underground lines of the N.S.W. Government Railways to maintain overhead wiring indicate such operation to be feasible.

NEW equipment continues to arrive at museums in the United States. When the Cincinnati Transit Co. ended its shop-switching trolley operation last summer, its two pieces of equipment were shipped to *Trolleyville, U.S.A.* which is another name for the Columbia Park & Southwestern at Olmsted Falls, Ohio. These cars are work motor S-92 and former passenger car S-223. The latter used to be deck-roof passenger car 2227. Both cars are being reconditioned for the line that now has 18 trolleys and interurbans on its roster. The line is well worth visiting.

Puget Sound Railway Historical Assn. continues to build and acquire equipment on its museum site at Kimball Creek, Wash. Two ex-Portland Traction trolleys, now on the property, ran originally on the Yakima Valley and the Indiana Railroad trolley lines, respectively, and later were used in Portland on interurban lines. Also obtained are two Shay locomotives from the Eastern Railway and Timber Co., Centralia, Wash.

Glenwood Electric Railway at Glenwood, Ore., has two trolleys operating on nearly a mile of track beside highway 9, west of Portland, reports Paul Class, general manager. Equipment is on loan from the Willamette Valley Electric Ry. Assn., which owns the cars. One is an open car from Sydney, N.S.W,. which usually operates each week-end during the summer on a 35-acre tract

Electric Publications

A Century of Chicago Streetcars, 1858-1958, compiled by James D. Johnson, 144 pages 8x11″, illustrated, hard-cover binding, published by The Traction Orange Co., P.O. Box 52, Wheaton, Ill., at $7.95 per copy.

Primarily a pictorial album of the once-vast Chicago system, it also devotes several pages to a history of the trolley lines, listing each route, abandonment dates, corporate data, maps, etc. The major portion is a well illustrated equipment roster, a fine selection of Chicago Surface Lines views taken in all parts of the city during the last quarter-century before abandonment.

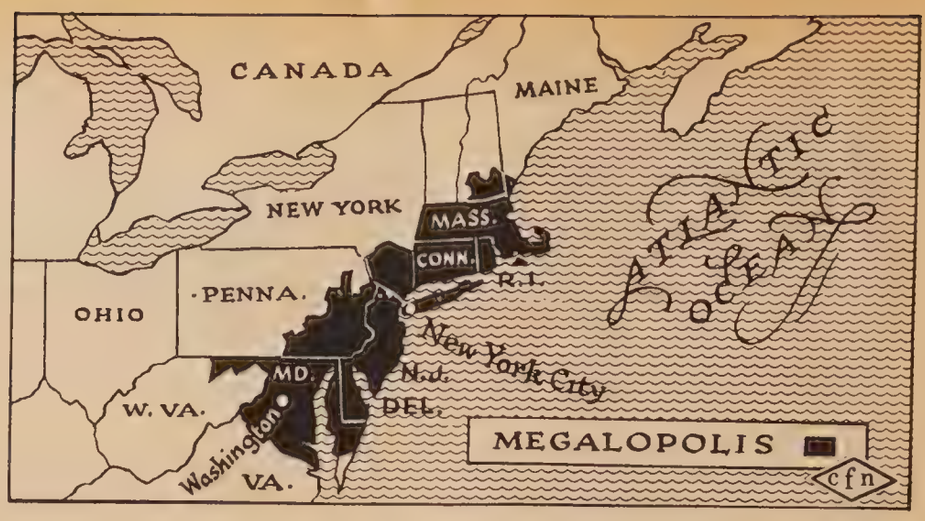
Cleveland Streetcars, Part II, by Kenneth S. P. Morse, 34 pages, 8½x 11″, staple-bound, is a lot of data obtained apparently from miscellaneous records of the Cleveland Railways for years past. Included is a complete listing of all car routes and assignments of cars to routes by years plus roster data supplementing the earlier book. Available at $2 from the author, 3700 Woodbine Ave., Baltimore 7, Md.

We learn from John F. Bromley, 32 North Dr., Scarborough, Ont., Canada, that *Electric Transit Journal,* for which he was a Canadian correspondent, and which was published as a weekly but later a monthly news bulletin by Larry Plachno and Steve Scalzo, is now out of business. Subscribers have received refunds of their subscription money. (Note: Do not confuse this publication with *Electric Traction Quarterly,* which is very much alive and is published at $4 per year by James D. Johnson, P.O. Box 52, Wheaton ,Ill.

Traffic problems of MEGALOPOLIS

a big city extending from Boston to Washington

by ARTHUR T. KNOWLES



WHEN I read that Claiborne Pell, the junior Senator from Rhode Island, had introduced a bill in Congress to start the ball rolling toward modern train service of about 100 miles per hour between Boston and Washington through a densely populated belt which he called "Megalopolis" or the Northeast Corridor, I thought it was just another politician's dream to attract attention to himself. His newly-coined word *Megalopolis* (from old Greek, meaning very large city) was sure to be picked up by newspaper reporters and TV men and passed on to the public.

So I was skeptical. But the other day I had an opportunity to go behind the scenes, so to speak, and what I learned about the Megalopolis idea bodes well for the railroad industry and commuters in general. Let me tell you about it. I attended a meeting in Providence, R. I., at which Senator Pell discussed the matter with top executives of the Railway Progress Institute (manufacturers of railroad supplies), having gone there to find out if Pell really had something.

Ever since his election to the Senate in 1961, this man has traveled considerably between Providence and Washington, often by train, sometimes by air. He doesn't care for the latter, but he doesn't like present-day rail travel much better. He felt there was an urgent need for improvement. He thought about it a lot and consulted experts.

The work then being done by Japan in building its new Tokaido Line fascinated him. Why couldn't a comparable line be built in the United States also? In 1962 the freshman Senator introduced a bill whereby Congress would permit the creation of an interstate Authority to modernize and possibly operate rail passenger service between Boston and Washington. The bill died in committee, but was revived in the 88th Congress, with the same result, and its concepts will be brought up again this year.

The proposed Authority would not need or get an outright subsidy but would require the underwriting of at least part of its obligations. Although Mr. Pell is a Democrat, he doesn't approve of deficit spending—like many of us. The bill stirred up so much attention in the press that the railroad industry showed a lively interest and President Kennedy asked the Department of Commerce to study it. The Kennedy family, incidentally, lives in Megalopolis.

Pell fathered the idea with the help of a part-time staff assistant. The project grew; so did his staff. "The tail is now wagging the dog," he says whimsically. He has made dozens of speeches on the subject. The RPI has appointed a committee to work closely with him and with that section of the Department of Commerce which is looking into the matter.

Of course, the Northeast Corridor is not the nation's only Megalopolis, but it *is* a starter. Among others we might mention Milwaukee-Chicago-South Bend, the Seattle-Tacoma-Portland area, San Diego-Los Angeles-San Francisco, and Detroit-Toledo-Cleveland. Also the Miami region in southern Florida and the Dallas-Fort Worth-Houston area, besides which Governor Scranton of Pennsylvania is having a study made of Pittsburgh-Scranton-Philadelphia traffic congestion.

The reasoning behind the Megalopolis idea, and the Northeast Corridor in particular, runs as follows: the area is already overcrowded, the population is increasing fast, and so is industrial expansion. Additional transportation is a vital necessity. In some places the highways are already overbuilt; more "ribbons of concrete" will not solve the problem. Futhermore, highway building is extremely costly. For instance, the job of widening a mere 20 miles of New Jersey Turnpike will cost $250 million!

Too much taxable land has already been diverted to highways all over the country. Los Angeles is a glaring example. The airlines, too, are fast reaching the saturation point. But the railroads *could* carry a great many more people, even with their present financing and present routes. The highways just can't be expanded indefinitely. Sooner or later, travelers will have to turn to the rails in very large numbers.

Many railroads are in bad shape financially. The New Haven, at the northern end of Megalopolis, is bankrupt and will go out of business unless it gets Federal or local aid. Looking ahead to 1980—or to the turn of the next century—who can deny that rail lines are the only solution to the problems of increasing traffic?

To further his knowledge, Senator Pell has ridden some of Europe's fast trains and is contemplating a trip on the Tokaido Line. He admits that many details of his plan are yet to be worked out. For instance, how to get fast trains through New York City. Perhaps there should be one route around the big city and separate routes into it from both Boston and Washington. Trains might alternate going around and into the city. This is only one of the problems.

The Senator envisions trains, including one-car trains, leaving the terminals every 15 minutes. The cars must be safe, clean, and comfortable as well as fast. At the meeting in a Providence hotel he called our attention to the New Haven's "corkscrew" route and pointed out the half-circle in that city which we could see from the hotel window, and he realizes that all, or most of the many curves on the entire line would have to be straightened out.

Asked about the monorail concept, the Senator said he had read everything he could find on the subject and was not sold on it. He said that the monorail had from three to a dozen "rails," not

Senator Pell demonstrating a point with models of railroad equipment.

- For Action, Security, Big Pay -

WE CHALLENGE YOU TO TOP THIS JOB!

Earn To $15 An Hour ★ Work Part-Time Or Full-Time ★ Car Furnished — Expenses Paid ★ No Selling — No Previous Experience Needed ★ Only Average Education Required

NO OTHER CAREER OFFERS YOU A BRIGHTER FUTURE

Consider this fact. In the short time it takes you to read this page 1,100 accidents will take place. Over 440,000 will occur before this day ends. *These accidents must be investigated.* The law demands it. Yet in 4 out of 5 cities, towns and rural communities, no one has been trained for this vital work.

KEEP PRESENT JOB UNTIL READY TO SWITCH

Step into this fast-moving Accident Investigation field. *Already* hundreds of men we have trained are making big money. Joe Miller earned $14,768 his first year. A. J. Allen earned over $2,000 in ten weeks. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business . . . Universal's course is wonderful."

FREE EMPLOYMENT HELP GIVEN

We CAN and WILL show you how to rapidly build your own full-time or part-time business. Or if you wish a big-pay job as Company Claims Investigator, our Placement Service will give you *real* assistance. Hundreds of firms needing men call upon Universal. *We place far more men in this booming field than any other individual, company or school.*

WE FINANCE YOU

Write today for complete information. Costs are less than you'd imagine. And even on these low costs you need pay only a portion — less than half — in order to complete your training. We finance the rest for you. You may pay out of actual earnings. And you can keep present job while learning. Send now for free book. No salesman will call. You are not committed in any way.

EARN WHILE YOU LEARN

Let us show you how easy it is to get into this exciting new career in just a matter of weeks. You need NO prior experience or higher education. There's NO investment in expensive equipment. You do NO selling. Furthermore, this fast-growing Accident Investigation field has no seasonal layoffs . . . no time out for strikes . . . no oversupply of men . . . no worry about automation. We ask you to compare these terrific advantages with the job you now have! Cash in on this big demand for trained men NOW. *Write today!*

Mail Now for FREE BOOK

M. O. Wilson, Dept. AM-2
Universal Schools,
6801 Hillcrest, Dallas 5, Texas
Please rush me your FREE BOOK on Big Money In The Booming Accident Investigation Field. I will not be under the slightest obligation — and no salesman will call upon me.

Name . . . . . .

Address . . . . . .

City . . . . . Zone . . . . State . . . . . .

One of New Haven RR.'s many curves which should be reduced is this half-circle by Providence station and state Capitol, where line originally skirted a cove. Arthur T. Knowles

just one, and other drawbacks such as the difficulty of switching.

Senator Pell is getting support for his bill from some of his colleagues in Congress—bi-partisan support, because he wants it kept out of politics. Railroad people in the corridor are seriously interested. Especially the Pennsy. Down in Washington, President Johnson's support means a lot to him. So does the action of the Massachusetts Institute of Technology in undertaking "a comprehensive study of the technical potentialities for fast ground transportation."

Princeton University also is working on the subject. Cornell University has issued a report on it. The Department of Commerce has already made several reports but has not yet released them to the public. Richardson Dilworth, former Mayor of Philadelphia, is one of Pell's most enthusiastic supporters and, in fact, is in charge of the Megalapolis studies being made by the Department of Commerce. Chambers of Commerce in many communities have indorsed the idea. Favorable editorials have appeared in *Railway Age, Modern Railroads,* and hundreds of newspapers.

This year, when Congress goes back into session and the bill is re-introduced, public-spirited citizens all over the country should put pressure on the Senate to pass this important bill. We wish each reader of this magazine would write to his Senators. As Pell says, "Let's keep the show on the road." ●

The Passenger-Train Crisis

THE READING, which sold its streamlined *Crusader* equipment to the Canadian National some time ago, has withdrawn its application to abandon passenger service between Philadelphia and New York. The road also has postponed action on a proposal to abandon all passenger service. The City of Philadelphia and the State of Pennsylvania have been helping to offset the losses incurred by the operation of commuter trains, having found that it would be cheaper to pay the railroads (Pennsy and Reading) something to continue and improve the service than it would be to build new highways. The *Crusader* equipment is now in service between Quebec and Montreal on *The Champlain,* a run of 3¼ hours, 178 miles non-stop.

"Far from keeping pace with the continuing growth of the metropolitan area, the commuter railroads serving New York City are steadily losing ground," *The New York Times* editorializes. "The New Haven is in the midst of a crisis that might easily result in the abandonment or drastic curtailment of commuter operations within the near future. The Long Island Rail Road will face an equally acute crisis when the Redevelopment Act under which it is now operated expires two years from now. The New Jersey railroads are limping along with the aid of state subsidies totaling $8 million a year and are pleading vainly for tax relief."

The Long Island has done a superb job in the last 8 years. Its parent owner, the Pennsy, loaned it money, which is not drawing interest during a 10-year period. The LIRR is not allowed to make a profit but must set its fares at a level to cover operating expenses. Recent wage increases required a fare boost to make up at least part of the rising cost of operation. Last November the state Public Service Commission granted the road a 4.9-cent fare increase.

One reason for the Erie-Lackawanna merger was to route most of the freight via the better grades of the Erie's Graham line. Instead, it is going over the Greenwood Lake line, and the residents of Bloomfield, Montclair, and other New Jersey suburban towns complain of the noise it makes. They are angry. They hate to hear diesel locomotive horns blow for crossings—they want the crossings eliminated—and they claim that the rumble of night trains interferes with their enjoyment of telephone conversations and TV programs.

Bill White, the E-L president, is sorry. He wants to be a good neighbor, but the reason for running the freights through New Jersey is economic. The E-L reports heavy operational losses each year and says it can't afford the $800, including crew men's wages, which it would have to spend to route a freight train over the Graham line. New York has a Full Crew Law; New Jersey doesn't. So the E-L freights roll through Jersey to cut expenses.

E-L's annual report for 1963 showed $15 million in the red; 1964's report isn't ready as we go to press but will list critical losses. The system has notified suburban towns that unless it gets financial relief soon it may have to abandon commuter service. These facts should make the suburbanites more tolerant of the freight trains that help to pay for the commuter service they are getting at less than cost.

The New Haven also has financial problems that affect commuters. This road is in bankruptcy. For years it has been trying desperately to beg or borrow money from federal and state governments but it continues to get the runaround while hundreds of millions of dollars are being poured into ribbons of concrete for inefficient motor transportation. With no money or credit to repair the aging coaches or buy new ones, the company has no choice but to take passenger cars out of service as they become unsafe for use.

A deal was arranged whereby the New Haven could lease 80 new cars from the tax-free Port of New York Authority, with New York State and Connecticut helping to pay for them; but Westchester County, where many commuters live, refused to do its share and the plan fell through. As a result, the short-haul (Westchester) trains will be the first taken off; their riders will then have to battle the overcrowded highways. The court handling the bankrupt road's affairs has approved the purchase of 20 new diesels (10 from Alco, 10 from General Electric) but only for freight service.

How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

MAIL COUPON FOR FREE BOOKLET

If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams St., Chicago, Illinois. No salesman will call.*

DON BOLANDER, Career Institute, Dept. 3M, 30 E. Adams, Chicago, Ill. 60603

Please mail me a free copy of your 32-page booklet.

NAME _____

STREET _____

CITY _____ ZONE _____ STATE _____

If 18 or under, check here for special booklet. ☐

FRISCO HOTSHOT

by ANDREW A. CAFFREY

IT WASN'T quite eight o'clock but already dusk, for a land without twilight brings darkness into the freight yards almost before the drifters realize that another day has passed. Along the main iron, in toward the station, green lights lined the right-of-way. Back on the storage tracks a yard grunt worked, either making up or breaking up a freight, and a switchman's lantern danced crazy lights and shadows back and forth under the boxcars where the drifters crouched, waiting for something outbound.

Outbound north, for Bakersfield and the Valley, or for Santa Barbara and the Coast. That's a big country—north and west out of Los Angeles—and there was plenty for a hobo to ride.

The small thin youth with the dirty, once-white coveralls got up from where he'd been sitting on a tie, impatiently chucking road-ballast gravel at the boxcars on the siding, and said: "To hell with this sittin'. I'm gonna go up the line a ways and find me an open box."

"Just a tip, kid," warned the drifter known as Points West. "Better keep outa the business end o' the yards. These L.A. railroad bulls ain't half bad. Half the time they don't even ride the head end out this far. No use makin' 'em hostile."

The small thin fellow said, "Aw, nuts to you!" and the once-white coveralls blurred to a fadeout as the up-track walker went into the darkness where he'd find an open box on a made-up northbound drag.

Points West and some of the others just squatted there in the heavy darkness, atop the tie tips and under the overhang of the sheltering freight car, and watched him go. The air beacon atop a mountain opposite Glendale, two or three miles west, slashed the sky; and after each slash of the passing beam the sky and the yards seemed darker. Theree were no stars, no moon, and the chill valley fog was thick down there where the dry bed of the waterless Los Angeles River crowds the yard for between-hills operating room.

Off toward where the once-white coveralls had gone away in the fadeout blur, the dancing lights and shadows of a switch monkey's hand lantern stopped dancing, just for a shake. Then it came over onto the main-iron right-of-way in good, strong light.

The switch monkey had climbed over the coupling blocks between two boxes. When he stepped down and swung that lantern into view its light fell on the small thin guy; and Points West and the other watching drifters could once more see the faded coveralls. The kid pulled up and talked with the switchman. Then he moved on. The man with the lantern stood there, near the glistening main stem, and watched him go up track.

The switch monkey, throwing his lantern up for a squint at car numbers as he came, strolled down toward the watching 'boes. And, reaching that boxcar under which Points West and company were squatting, he flung the light groundward for a good look.

"Hell," he said, "you birds'll never learn! Don't you know this is a gravity yard? When that grunt kicks 'em free, way up there at the east end, you don't hear nawthin' till they bump the standin' stock way down here at the west end. You fellers better get wise an keep outa gravity yards. Guys like you get their fannies cut off every month, right here on these storage irons."

"Right you are, mister," Points West agreed. "I'll keep an eye on them."

"Yeah?" The switch monkey said. "If you're so good, why didn't ya derail that little punk who just went up the yard lookin' for trouble?"

"I'll leave it to my mates here—I tried to stop the kid, didn't I?"

The gang grunted approval.

THE switchman seemed to be killing time. He glanced at his watch, then mumbled and started back slowly toward the busy end of the yard.

"How about northbound stuff, mister?" Points West asked. "Will we be gettin' one soon?"

"Plenty," the switchman said. "It's 8:10 now. There'll be two-three passenger trains outbound in the next half hour or so. Then there'll be empty-box drags of fruit an' vegetable cars goin' up to the valleys. . . . But say, listen: you 'boes lay off the next one out. She's a manifest freight, the fastest damn thing on this Coast! She makes Frisco by mornin', rolls as high as seventy per, an' has rights over everything. If you

new, low-cost SERVICE LIFE INSURANCE hospital plan protects YOU and YOUR FAMILY against staggering medical and prolonged hospital expenses

PAYS YOU $100.00 A WEEK FOR 52 WEEKS

SERVING THE 50 STATES
THE SERVICE LIFE INSURANCE CO.
OMAHA, NEBRASKA

YOUR POLICY PAYS $100.00 A WEEK (WHICH IS $14.28 PER DAY) FOR 52 WEEKS ($5200) FOR ANY ONE CONFINEMENT. HALF BENEFITS ARE PAID FOR CHILDREN UNDER EIGHTEEN ($2600) AT REDUCED RATES. ALL BENEFITS ARE PAID DIRECTLY TO YOU IN ADDITION TO ANY OTHER INSURANCE YOU CARRY!

SPECIAL GET-ACQUAINTED ENROLLMENT OFFER!

MONEY BACK GUARANTEE

If you don't agree that this policy is the finest there is, just return it within 10 days and receive your dollar back. What could be fairer . . . more honest? You examine this policy carefully. No salesmen will call. We want you to be completely satisfied. There is absolutely no risk.

YES, one dollar is all you pay for two full months of hospital protection for you and your entire family if you use the easy-to-fill-out application below.

AFTER THE SECOND MONTH, you pay the low premiums listed below which are 25% to 45% less than you would pay for the same coverage elsewhere.

BASIC COVERAGE RATES — EACH PERSON	Monthly	3 Mos.	6 Mos.	12 Mos.
Age 18 to 39	$1.50	$ 4.35	$ 8.55	$16.45
40 to 49	2.00	5.80	11.40	21.90
50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
65 to 69	4.00	11.60	22.80	43.80
70 to 75	7.10	20.60	40.45	77.50
For Each Child Under Age 18	.75	2.20	4.30	8.25

Don't let prolonged hospital expenses rob you of your life's savings. Hospitalization expenses now are at an all time high. Since sickness or accidents come when least expected, you owe it to yourself and your family to be protected with Service Life's new, low-cost hospital plan! This sensible plan protects your savings, gives you peace of mind, the extra money you need *just when you need it the most.*

This policy helps you afford the best care . . . the kind that assures a fast return to good health. You may choose your own Doctor of Medicine and enter any hospital equipped for major surgery and providing 24 hour nursing service.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating 30 days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating six months after the policy date.

The policy provides a full 31 day grace period. You may renew this policy to age 75 with the consent of the company. THESE ARE THE ONLY EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

WHY THIS SPECIAL OFFER IS MADE

Because we employ no salesmen and pay no commissions, we use this means to acquaint you with the tremendous premium savings you get with this policy. It costs a great deal more than $1.00 to issue this SPECIAL GET-ACQUAINTED POLICY, but we're willing to risk this initial expense to put the policy in your hands so you can see for yourself how good it is and that you will want to keep it in force.

WHY THESE PREMIUMS ARE SO LOW

Because you deal direct with us we eliminate high selling costs. We employ no salesmen and pay no commissions. Costs are reduced to a minimum and savings of 25% to 45% are passed on to you in the form of lower premiums.

WHY CLAIMS ARE PAID FAST

Because you deal direct, your claims are processed fast. There are no adjusters or district offices for claims to pass through, which could result in loss of time . . . *just when you need extra money the most, and fast.* To file a claim, just notify us in writing and claim blanks are sent by return mail, with easy-to-fill instructions. Thus you can get fast action no matter where you live!

SPECIAL COVERAGES MAY BE ADDED

Your basic policy pays for hospital room, board and general care for covered sickness or accident. At small extra cost, you can add surgical or medical benefits, or maternity benefits to cover pregnancy or its complications, at home, in the doctor's office or in the hospital. Loss of Wages Benefits up to $300 per month are also available at low cost. For information on each, check application blank below when sending your $1.00 for our Special Offer.

OVER $18,500,000 IN CLAIMS PAID

Since 1923, policyholders and beneficiaries have benefited from Service Life Insurance Company. Domiciled in Nebraska as a legal reserve company, more than $18,500,000 on all forms of coverages in all states have been paid.

FILL IN AND MAIL TODAY! *Takes only a minute to complete for family protection! Do it now!*

THE SERVICE LIFE INSURANCE COMPANY OF OMAHA • Dept. A62 1904 Farnam St., Omaha 2, Nebraska

Gentlemen — I am enclosing $1.00 in payment for two (2) months' insurance and I hereby apply to The Service Life Insurance Company of Omaha, for a Family Hospitalization policy for myself and for my dependents, if any, whose names appear below:

Full Name of Applicant _____ Sex ____

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Applications for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO. DAY YR.	HEIGHT	WEIGHT	SEX
1.				
2.				
3.				
4.				
5.				

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____
2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it. Dated this ____ Day of _____ 19____

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical/Medical Expense Rider ☐ Maternity Benefit Rider ☐ Loss of Wages Rider ☐

yours for 1/30th the cost of diamonds!

Capra Gems

. . . hand-cut, hand-polished, hand-selected

Get full facts, FREE, on the most amazing discovery by modern science — CAPRA GEMS. A miracle of science described in recent issues of Saturday Evening Post and Reader's Digest. They're more dazzling than diamonds, yet cost much less. CAPRA GEMS' refractive quality is actually higher than diamonds! Brilliantly beautiful, dazzling CAPRA GEMS are hand cut, hand polished and hand selected . . . priced within the reach of all who love fine gems. A 1-carat diamond stone costs you approximately $1000. A comparable choice selected, 1-carat CAPRA GEM is yours for $27, federal tax included . . . and can be bought on small easy payments.

GET THE FACTS NOW . . . Valuable illustrated booklet shows a wide selection of men's and women's rings. Gives full details, including prices and settings . . . shows all CAPRA GEMS actual size. Limited supply, so send today without delay.

No charge, no obligation. Get all the facts on CAPRA GEMS . . . more dazzling than diamonds.

Send No Money! Mail Today

CAPRA GEMS CO. Dept. A-15
P.O. 5145, Phila. 41, Penna.

Name .....

Address .....

City ..... Zone ..... State .....

get ahold of her you can't let go."

"We're wise to that fancy-pantsy with the red-an'-orange loco on the front," one of the drifters cut in, "an' we won't grab onto her."

"Sez you," said the switchman, and he sort of turned back to argue the point. "Only last week two guys climbed aboard this cannonball, right here in the yards, an' got gassed off when she reached Santa Susana tunnel. That's what brushes 'em all off, the gas in the Santa Susana. Only the wise apes, the ol' belt-an'-rope stiffs, ever manage to ride 'er into the first service stop at Santa Barbara. An' even when them ol' stiffs get in, the train inspectors or yard bulls find 'em still hangin' by the belt or rope. . . . Hell, feller, no 'bo can hold a hotshot runnin' like she does for a hundred miles!"

"Not without the belt," Points West agreed, and he came to his feet, hooking long, powerful fingers under and around the heavy, harness-stock belt that held him together at midriff. "But hell, switch," he went on, "it's mostly the Espee's fault. The road should make these express freights hard to grab. You know—take the side ladder an' grab-iron off 'em. As they are, a green 'bo sees 'em coming' out, thinks they're just another drag, an' you know what happens. The train crew don't need outside ladders on these fast babies. They don't walk the deck no more, after she gets under way, 'cause they can't."

The switchman turned away with a wry grin. "Take the grab-irons 'n ladders off, sez you. Did it ever strike you that we switch monkeys still have to kick these express freights around when we're makin' up, breakin' up, or spottin' 'em?"

They strolled through the darkness for the length of three or four more freight cars. Then, not too far up front, the sharp beam of a powerful headlight cut across from a lateral-feed track, straightened itself out on the main iron, and the gay nose of the fast freight's powerful locomotive—an oil-burner—was bearing down on them. And even as she came, right there in the yards, you noticed her speed, and a black streamer of gas-filled, oil-fume-loaded smoke fell low along the drag of following freight cars.

POINTS WEST quit the switchman, saying "Thanks a lot, mate," then stepped clear of the right-of-way, back between the butt ends of two of the boxcars on the string under which he had been waiting. He'd just stand there and watch the hotshot roar by and pick up speed. What a sight! The switchman went ahead, lantern bobbing, and soon the big Mikado roared past him.

Then, before half a dozen of the following cars had swept by, Points West saw the switchman step hard over to the dead track. And the switch monkey's lantern fanned upward as the railroader half turned toward Points West and at the same time aimed his outstretched left arm at the side of an oncoming boxcar.

Points West saw, then, what the switchman had already spotted—that pair of once-white coveralls. The small, thin kid was aboard the Frisco hotshot!

The coveralls, when Points West first caught sight of them, were still on the lower U-step iron, at the very bottom of a side ladder. Then, before the car came abreast of the switchman, the once-whites had pulled themselves in between two cars, in at the foot of a butt-end ladder, in so's the kid could take his stand on the coupling-block bumper beam.

Points West came out on the hard strip between the gravel ballast of the main iron and that other lateral storage track. It was good footing, that hard strip. The drifter put both hands to his head. He pushed the long hair back from his eyes. Then he turned toes toward the roaring freight, reached out with his right hand and slapped a passing car, just to judge his distance . . . and the small thin kid and his once-white coveralls swept past.

The other waiting 'boes were on their feet by then, on their feet in the strip of between-tracks hard pack; and some of them starting for Points West. Starting and yelling:

"Hey, what the hell, don't . . ."

"Lay off, you crazy fool!"

"No! No! You can't grab . . ."

And then Points West, still toes to the rails, arms at full extension, was dropping the left arm lower, cartwheeling, and bringing the outstretched right high; and his whole weight of man was planted on the good left foot. Then he wheeled back and made his lean, and stretch, and the long right arm whipped down, out, and put itself where a grab-iron must be.

The left hand slashed up and along the car's side, then came down where the right should have its hold by then. His feet were in the air. Points West had made his full stretch, and was

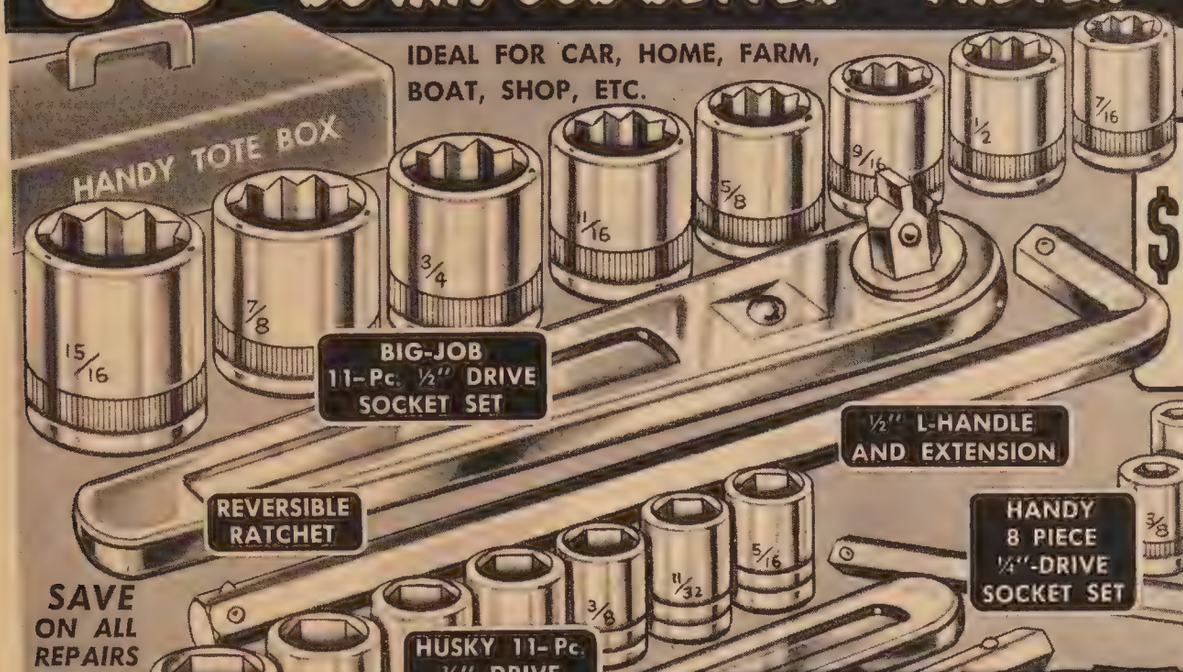
60 Pc. PROFESSIONAL SOCKET WRENCH & TOOL SET

DO ANY JOB BETTER — FASTER — EASIER!

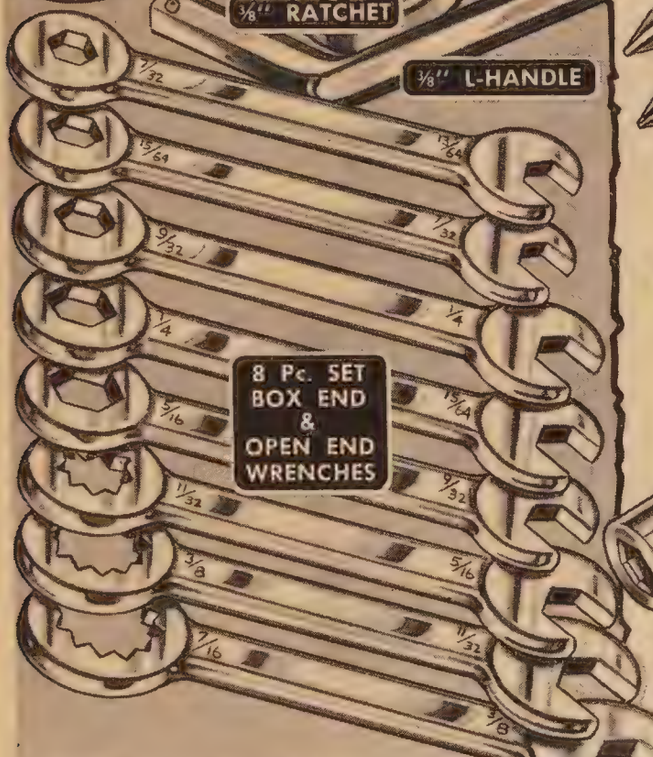
IDEAL FOR CAR, HOME, FARM, BOAT, SHOP, ETC.

SAVE HUNDREDS OF DOLLARS PER YEAR

$9.95 COMPLETE 60-Pc. SET


HANDY TOTE BOX
BIG-JOB 11-Pc. ½" DRIVE SOCKET SET
½" L-HANDLE AND EXTENSION
REVERSIBLE RATCHET
HANDY 8 PIECE ¼"-DRIVE SOCKET SET

SAVE ON ALL REPAIRS



INCLUDED! 21 PIECE INTERCHANGEABLE SCREW DRIVER & SOCKET SET

The handiest tool you've ever used. For those hard-to-get-at places. Complete with right, left, and rigid ratchet.

THIS SET ALONE REGULARLY SELLS FOR **$5.95**

COMPLETE WITH CARRYING CASE!
STOWS EASILY IN YOUR GLOVE COMPARTMENT, TOOL OR TACKLE BOX.

NOW FOR THE FIRST TIME a quality tool set to handle any job at a price so low to please every one. Whether you're a mechanic — a garage or farm worker — a gas station owner — or a handyman, you'll find this tool set is a real time and work saver. Can save you hundreds of dollars on repairs of all kinds.

YOU GET EVERYTHING SHOWN! HEAVY DUTY 11 Pc. ½" DRIVE SOCKET SET with 15/16" - 7/8" - 3/4" - 11/16" - 5/8" - 9/16" - ½" - and 7/16" sockets, 1 reversible ratchet, 1 L handle and extension • HUSKY 11 Pc. ⅜" DRIVE SOCKET SET with 5/8" - 9/16" - ½" - 7/16" - 13/32" - ⅜" - 11/32" and 15/16" sockets, 1 reversible ratchet, 1 L handle and extension • UTILITY 8 Pc. ¼" DRIVE SOCKET SET from ⅛" to 7/16" sockets • VERSATILE 8 Pc. BOX END AND OPEN END WRENCH SET • COMBINATION 21 Pc. INTERCHANGEABLE SCREW DRIVER AND SOCKET SET with the right, left, and rigid ratchet that makes it a breeze to reach those hard to get at places.

FREE TRIAL OFFER! USE THIS SET FOR 10 DAYS and SEE FOR YOURSELF. If for any reason you are not 100% satisfied, return the set for a full refund.

NIRESK DISCOUNT SALES A DIVISION OF NIRESK IND. **CHICAGO 6**

MONEY BACK GUARANTEE!

NIRESK DISCOUNT SALES, Dept. BK-3
Chicago 6, Illinois

Please rush 60 pc. SOCKET WRENCH AND TOOL SETS at $9.95 each on MONEY BACK GUARANTEE.

Name_____

Address_____

City_____ Zone____ State_____

☐ I enclose $9.95 plus 50c for postage and handling for each set.

☐ I enclose $1.00 deposit. Ship C.O.D. plus postage and C.O.D. charges.

YES, WITH THE PATENTED TRANCE-INDUCER, YOU CAN HYPNOTIZE IMMEDIATELY — WITHOUT TEDIOUS LESSONS OR MEMORIZING!

This patented new hand TRANCE-INDUCER is silvered on one side and laminated, optical plastic on the other. This optical plastic is precision-engineered to flash a pulsating mass of swirling, ever-retreating lines. When a subject is exposed to this powerful hypnotic force, he finds that his mind seems to be drawn deeply into a compelling whirlpool of infinite depth. THE SUBJECT SURRENDERS TO THIS FORCE AND BECOMES HYPNOTIZED!

THE HYPNOTIST'S HANDBOOK

The hypnotist's handbook, included with the trance-inducer, details proven professional techniques for using this remarkable instrument for hypnosis and self-hypnosis (for greater power), and gives you the background you need to completely master the art of hypnotizing. In addition, this handy reference manual, written by an expert, reveals the secret of UNDETECTED HYPNOSIS.

HYPNOTIZE UNDETECTED

Yes, with this amazing professional device—SO REVOLUTIONARY THAT IT HAS BEEN GRANTED A PATENT—you can hypnotize a subject before he (or she) becomes aware of what you are doing. One minute you're just talking to the subject, showing him an interesting device; and then, suddenly, the subject is hypnotized—UNDER YOUR CONTROL! A riot at parties! Completely safe!

FREE!!!
"SELF-HYPNOSIS FOR STRENGTH, CONFIDENCE, AND POWER"
by Michael Curtis

FULL PRICE: ONLY $2.00 Postpaid
HYPNOSIS FOUNDATION
Dept. 232B, Box 877, La Mesa, Calif.

MAIL NO-RISK COUPON NOW

HYPNOSIS FOUNDATION
Dept. 232B, Box 877
La Mesa, California 92043

Gentlemen: Send me (in plain wrapper) the TRANCE-INDUCER, the HYPNOTIST'S HANDBOOK, and my free copy of "Self-Hypnosis for Strength, Confidence, and Power" by Michael Curtis. I will use them for ten days entirely at your risk. If I am not perfectly satisfied, I will simply return them for a full refund.

I am enclosing my check ☐ cash ☐ or money order ☐ for $2.00.

Name_____

Address_____

City_____ Zone or Zip_____ State_____

Please write or print plainly.

being stretched. It whipped him like an empty suit of long-handled underwear on a backyard line. He was aboard the Frisco manifest, and began a climb.

By then the distance-eating roaring tonnage was clear of the yards and was pounding the main line toward Glendale. As he reached the top of that side ladder and put hands on a roof grab-iron, the lights of Glendale's station were sweeping by—and that was a good two miles from where he'd made his grab. Two miles in just nothing flat. Points West knew enough of train speed to know she was rolling at more than forty per right then. More than forty, and him with a deck-walking job to do!

Well, there was no time better than right now—if he was going to get away with that forward walk. Every passing minute meant added speed to that cannonball. So he came to his feet, leaned on the smoke-packed blow, then stepped across the gap to the car ahead. He guessed that there were at least eight or ten long cars between him and the place where the small thin kid had taken his between-cars stand. And Points West would reach that kid or know the reason why.

"The damn dizzy little punk!" he thought. "I've got every right to make him unload. Got every right to toss him hell'n' gone off this drag! Him, an' the likes o' him, makin' tough goin' for us old hands!"

THE speed, out there over the flat country west of Glendale was up past fifty before Points West had put three cars of the hard walk behind him. Now and then he had to go to all fours, just to shake the smoke and choke out of his eyes and throat. And each time he came to a car-to-car hop, he had to take the whole man—will, courage and all—and push him across.

Four cars behind now, and more than that to go! Points West didn't think he'd be able to make it.

But he put the fifth car behind. Then, going down to all fours like a runner at scratch, he once more leaned on the wind and stepped another gap. The smoke was hotter now, more of it, and the gas fumes heavy enough to burn your windpipe out. But he had to take it. A 'bo always has to take it.

So a few more ages in hell, and the sixth car had been walked. Six cars down, the engine's stack chattering a steady machine-gun-like roar of power, her whistle wailing for crossings miles ahead, valley darkness all around, and an uncertain deck under spent feet!

Well up in the lush heart of the wide San Fernando Valley by then, with all the dry-wash, sandy country put behind, the fast flash on the rail was drilling west through the thicker, chillier fog of the grass lands. The fog and the darkness, added to the whipping rush of head-end smoke, left the 'bo with nothing but a bum guess as to where catwalks began or ended.

Points West, with all professional pride beaten down, finally came to the leading edge of the ninth boxcar on hands and knees. He gazed down between cars. A drawn white face looked up in quiet desperation.

He climbed down beside the kid, who was so tangled in the ladder's grab-irons that nothing short of a major accident could knock him loose.

Both arms were hooked through the irons—with blue hands clamping wrists, locking 'em wrist to wrist. The kid's left leg was through a lower iron, crammed through where a regular-size 'bo couldn't force a shoe, clear to the hip. And the air all around him wasn't air at all—just eddying, gassy smoke that fell down, hung heavily, then slithered out to either side of the between-cars opening.

"Why the hell did ya tie into this?" Points West yelled.

The kid sort of lapped his dry lips and said: "It's a hotshot, eh? . . . I didn't know, feller. I didn't know."

"Well, ya know now."

The kid looked bewildered. "I'll drop it at the first slowdown."

"There ain't no slowdown on this," Points West shouted.

"The big hump. "I'll drop 'er—"

"She don't go over the hump. This ain't the Valley route. She goes Coast route, ya damn sap!"

"Well, ain't there a grade, an' a tunnel up here at the head o' this valley?"

Points West lied about the speed. "Yeah. The Santa Susana. An' she eats that small grade at better than sixty and hits the tunnel just as fast. And the tunnel is where the squirts like you brush off."

The kid's lower jaw was chattering. "She'll pull down for a division stop somewheres."

"Santa Barbara, one hundred miles," Points West yelled. "It's the first slowdown, the first stop. But the tunnel comes before. Punks like you smear theirselves all over the right-o'-way an' make the goin' hard for the regular 'boes . . . Any reason why I shouldn't unload ya right here?"

The youngster didn't say anything. Perhaps he didn't care very much.

POINTS WEST sneaked a long arm up around the kid's back under his thin left shoulder, then clamped him hard in against the ladder.

"Ease off them hands!" he ordered. "Loosen 'em up a bit! Ya're only wearin' yourself out."

The kid said: "My left leg's asleep, an' both arms feel numb. I can't ease 'em off."

The front end's whistle was screaming again, no doubt for a crossing, and Points West knew there were few crossings up there at the head of the valley. He glanced out, across the kid's narrow shoulders.

He saw the gay, orange-and-red firebox throwing its hot glare on the right-of-way. And he could see the whole head end, plus half a dozen cars. That meant she was on a curve. And there was only one curve in that part of the valley—the first curve that banks 'er right, and into the Santa Susana S-turn.

And at about the same time, Points West felt the heavy coupling-block beam start chattering under his heels. Yep, she was pounding the grade. Pounding close to forty-five miles an hour! Well, it wouldn't be long now.

They swept past the few fog-blurred lights of small Chatsworth, the town at the foot of the grade. The machine-gun-like chatter of the power up front rapped back from the high hills ahead and on all sides. And then the terrible tonnage was really driving for the hole in the hill—that hole in the hill that was made for a railroad tunnel and turned out to be a lethal gas chamber.

Points West had a good look at the head end. Then, as he still stared, it began straightening out. A flash later, glancing left, he saw it over there; and the second wide curve of the Santa Susana S-turn had been made.

Points West, with his full weight still pressing the quiet, shivering kid close to the ladder, had begun to unfasten the big buckle of his heavy, harness-stock belt. After all, self preservation comes first; and now was the time, and here the place, to pass the ends of that belt around a grab-iron, buckle her again, and make yourself safe.

You could be gassed—as Points West had been gassed before, and cold-numbed before, and sleep-drunk before—but that belt would hold, and you would still be in it when the Frisco hot-shot once more howled out the west end of that poisonous tunnel.

WHEN Santa Barbara took that train off the main iron—running her in on a siding for inspection and quick service—one of the railroad policemen reached up between two cars, unbuckled a stout belt and freed the still-gassed-and-half-out occupant of that safety device. Then the bull pulled the once-white coveralls to a sitting position; and the thin kid within that suit was small and sick.

A car inspector asked, "Didn't the wire say two "boes made this train?"

"Yeah," said the bull. "Two. And the belt, I'd say, don't seem to fit this young feller . . . Hey, you, kid, where the hell did you come by this belt?"

The kid just sat there and gasped: "There was another man. A right guy. I guess maybe the belt was his."

"Flash your light on them trucks," ordered the bull. "See if they're red."

The car toad crawled under the trucks and came out quickly.

"Yeah," he groaned. "Two. The tunnel got one." He held a few rags of rent clothing in his left hand.

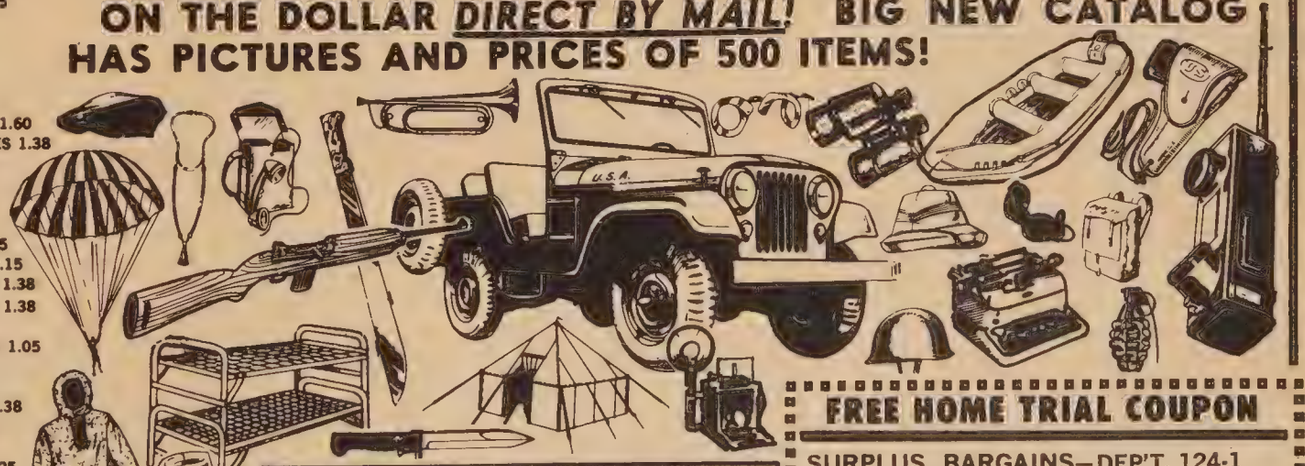
The bull stood there, looking. "Boy, oh boy!" he said to the car toad, "has that undertaker down at Chatsworth got himself a job!" ●

U.S. GOV'T SURPLUS

RIFLES 10.95
PARACHUTES 21.95
BOATS 16.45
SHOES 1.65
JACKETS 3.25
TENTS 6.55
BAYONETS 2.15
HAND GRENADES 1.60
COMMANDO KNIVES 1.38
COMPASSES 1.05
HOLSTERS 2.15
MACHETTES 2.15
GOGGLES 61c
PISTOL BELTS 1.05
STEEL HELMETS 2.15
GIANT BALLOONS 1.38
MODEL CANNONS 1.38
BAYONETS 1.65
CARTRIDGE BELTS 1.05
STEEL AXES 2.70
CANTEENS 67¢
FOLDING STOVE 1.38
FIELD PACK 1.05
MIRRORS 61¢
FIELD JACKETS 3.25

AND Bunk Beds, Life Rafts, Walkie Talkies, Swords, Paratrooper Boots, Flags, Sleeping Bags, Cots, Phones, Mine Detectors, Bugles, Hand & Leg Irons, Blankets, Bullet Proof Vests, Flares, Cartridge Belts, Ammo, Rifle Scopes, Maps, Shovels, Canteens, Saddles, First Aid Supplies, Sunglasses, Mess Kits, Haversacks,
AND HUNDREDS MORE
Minimum Orders As Low As $3 00 Acceptable

HUNDREDS OF ITEMS FOR AS LITTLE AS 2c AND 3c ON THE DOLLAR *DIRECT BY MAIL!* BIG NEW CATALOG HAS PICTURES AND PRICES OF 500 ITEMS!



ALSO INCLUDED!

Separate section with complete sources and information on how to buy direct from the government at amazingly low prices. Examples:

Jeeps—$278.00	Typewriters—$8.79
Boats—$178.00	Airplanes—$159.00
Bicycles—$5.50	Generators—$2.68
Telescopes—$4.00	Elec. Motors—$1.85
Truck Gen.—$1.00	Refrigerators—$5.00
Leather Boots—65c	Pass. Buses—$208.00

ALSO listed are more than 1,000 places where you can see thousands of different surplus items and buy them right on the spot!

FREE HOME TRIAL COUPON

SURPLUS BARGAINS—DEP'T. 124-1
P. O. Box 1651,
New York 17, N. Y. 10017

I enclose $1.00. Send the combined catalog and directory immediately. I understand that my money will be refunded if I am not completely satisfied. Also I will receive a full refund with my first order of $10.00 or more.

Name _____
(Please Print)
Address _____
City _____ State _____

FULL PURCHASE PRICE OF $1.00 REFUNDED WITH FIRST ORDER OF $10.00 OR MORE

Stop wasting time in a dead-end job! Enjoy the big rewards offered the law-trained man in business

STUDY

LAW

IN YOUR SPARE TIME

as a way to increased earnings

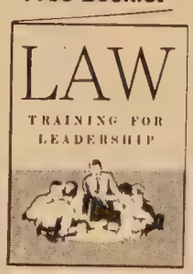
WHATEVER your present position—whatever your previous schooling—you can multiply your opportunities for rapid promotion, big income and prestige through LaSalle law training at home.

A knowledge of Law is regarded today as indispensable equipment in every activity of business. The greatly increased role of government in business, the many new problems of Law involving taxes, insurance, contracts, liability, employment, and much more—all require the legally-trained executive who can make day-to-day decisions effectively. That is why leading corporations seek out such men for key positions and reward them with top salaries.

You can master Law easily and enjoyably at home—at remarkably low cost—under the supervision of LaSalle's distinguished Law faculty. Your study is illustrated with actual legal cases. Upon completion of your training, you are awarded a Bachelor of Laws degree, if qualified. The famed *LaSalle Law Library of 14 volumes is given to you as part of your course.*

For more than half a century LaSalle has been an acknowledged leader in business training, with more than 1,000,000 students. Mail coupon today for free illustrated booklet "Law Training for Leadership" and see how LaSalle can help you move up rapidly in business. Address 417 S. Dearborn, Chicago 5, Illinois.

Send for this Free Booklet



LA SALLE EXTENSION UNIVERSITY
A Correspondence Institution
417 S. Dearborn, Dept. 38-031, Chicago 5, Ill.

Please send me your free illustrated booklet "Law Training for Leadership"

Name.....Age.....

Address.....

City & Zone.....

County.....State.....

223

HOBBY CLUB

Conducted by Sy Reich

CIRCUS train pictures, including wrecks, are sought by a circus agent named Charlie Campbell, Box 301, Sylva, N.C., who has a very large collection of old circus routes. He contradicts this item in our November issue, "The world's only circus-owned train belongs to Ringling Bros. and Barnum & Bailey," pointing out that Mexico has such a train and Europe has two or three.

Sy Reich

Thanks for the correction, Charlie. Who can supply us with info. or pix on present-day circus trains in Mexico and Europe? Charlie goes on:

"Before World War I, more than 30 circus trains operated in the United States, some with only two cars. There were 20-car shows, 25-car shows, 35-car shows, and Barnum & Bailey had 45 to 50 cars before merging in 1918 with Ringling Bros. The latter took to the rails in 1890, with 22 cars. Year after year they kept adding more cars, ten in 1894 being the most they added in any one season.

"At its height, the combined Ringling-B&B show traveled on 117 cars (not merely 100, as Barbara Kreimer stated), including two advance cars. B&B operated *four* advance cars during the season of 1886. They also carried the largest 'big top' in circus history."

50th Iron Horse Ramble

An unusual angle of the Reading's 50th Iron Horse Ramble last September 19th is recalled by Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124. "The Bound Brook to Tamaqua jaunt was advertised to feature a steam doubleheader north of Reading, Pa., with two free engine-cab rides for lucky passengers," he writes." One rider was chosen by lot from ticket coupons; the other was the person presenting the most souvenir coupons from previous Iron Horse Rambles.

"The doubleheader did not materialize, because the tender of engine 2100 broke a spring hanger and had to be taken off the train at Reading. To the best of my knowledge, it was the only engine failure that occurred on any Ramble train, a commendable record. The company had no replacement spring hangers in stock to repair the 2100. They had just retired the 2123 and sent her (alas!) to the Luria scrapyard in Modena, Pa. A hasty phone call ascertained that she hadn't yet been cut up. She yielded several spring hangers to keep sister 2100 running. With her retirement, only three of the famous 4-8-4's of Class T-1 are left: Nos. 2100, 2101, and 2102."

Winners of the cab ride (in No. 2102) were Miss Carolyn Wooster, 16 Sunset Rd., Bedford, Mass., a 23-year-old mathematics teacher with the lucky ticket number, and Alvin Smith, 384 Washburn Ave., Washington, N.J., a poultry farmer, who proved he had ridden 41 Rambles by presenting souvenir coupons from tickets bought over the years. This was the first time in the six-year history of the Rambles that the company permitted passengers to ride in a locomotive cab. Both winners were thrilled.

Al was born Nov, 12, 1928, the son of a DL&W signalman and grandson of

Reading Railroad photo

Miss Carolyn Wooster and Alvin Smith had the rare privilege of riding a steam locomotive cab of Reading T-1 on the 50th Iron Horse Ramble last September 19th.

Gulf Power 2-spot, 33-ton Vulcan, is getting ready to move a giant turbo-generator stator at Pensacola, Fla.
L. C. Lively

a towerman on the same road. "My interest in railroading," he says, "began when I spent an evening operating the interlocking plant near my home. After that, I soon learned to operate every signal and switch at the tower.

"During World War II, the town of Washington was a busy spot with several passenger trains and many freights. My greatest pleasure came from waiting for the afternoon passenger train. During its layover I would spend about an hour each day cleaning and polishing engine 988, a locomotive which became well known on the Morris & Essex Division until her retirement in 1947.

"After the war, the tower was abandoned and Washington lost its glamour as a railroad town. Today, the station is closed, the tracks are weed-covered. For many years I have been a regular reader of *Railroad Magazine*. My collection of railroadiana includes a closet full of magazines, photos, books, timetables, train orders, train registers, whistle scripts, and so on, mostly Lackawanna material. Also dwarf signals, locomotive bells, telegraph keys and instruments, a real RDG banjo signal complete with pole, and a headlight from DL&W Pacific engine 1135. None of these items are for sale.

"I am building an 0 gage two-rail scale model railroad, with 14 engines and over 200 cars, and am collecting pictures of oldtime 'billboard' freight cars. Would like to buy such pix."

The Steam Parade

The 0-4-0T that Gulf Power Co. operated at Crist, about 10 miles north of Pensacola, was pulled out of service Dec. 31, 1962. She was a 23-ton saddle-tanker built 1925 by Vulcan for Big Bend Coal Co., Brazil, Ind., where she worked until she was sold in 1942 to Birmingham Rail & Locomotive Co.

After a major overhaul, Gulf Power bought her in 1943 and had her shipped on a flatcar over the Louisville & Nashville to Olive siding, nearly 2½ miles from the plant. There she hauled materials, equipment, and apparatus for the

NOW... Start Enjoying "THE BEST of TWO WORLDS"

2½ ACRES

JUST 1½ MILES from ELKO, NEVADA

$1 DOWN / $10 PER MONTH / FULL PRICE $695.00
NO INTEREST NO CARRYING CHARGES

MEADOW VALLEY RANCHOS

BOOMING NEVADA IS EQUALED BY ONLY A FEW PLACES IN THE WORLD. Population has surged Westward in ever increasing numbers. Westward to Nevada, where the air is fresh and clear, taxes are low or non-existent and opportunity is open to all. Yes, Nevada is booming and real estate investors are prospering. **It is a proven fact that many purchasers of Nevada acreage have realized fabulous profits from small investments.** Now, a NEW Nevada Real Estate Opportunity exists for you. This Ground Floor Opportunity is **MEADOW VALLEY RANCHOS, located only 1½ miles from the thriving city of Elko, Nevada.**

THE VERY BEST FEATURES OF TWO WORLDS

. . . THE WORLD OF THE WEST: Located in prosperous Elko County, the ranchos have the backdrop of the majestic Ruby Mountains. **The sparkling Humboldt River is a short ½ mile away. Every Rancho fronts on a graded road that leads into coast to coast U.S. Highway 40.** Amidst these spectacular surroundings MEADOW VALLEY RANCHO owners can relax and enjoy the wonderful life of the Golden West.

. . . THE WORLD OF CITY CONVENIENCES: The bustling city of Elko with its modern schools, shops, theaters, hospital and airport is only 1½ miles away. New homes, with FHA financing committments issued, are now under construction . . . less than 1 mile from the property. The Experienced, Successful Developers of MEADOW VALLEY RANCHOS are not offering remote land where purchasers have to hope for progress and expansion. They offer you the opportunity of a life time, a chance to participate in Nevada's continuing boom . . . Minutes from the conveniences of hospitable Elko, in the midst of current growth and progress, **MEADOW VALLEY RANCHOS has all the necessary ingredients to sky-rocket in value!**

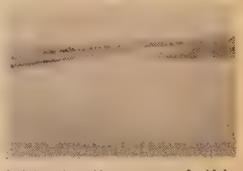
RECREATION UNLIMITED:

GOLF: A mere one mile from MEADOW VALLEY RANCHOS is the Ruby View Golf Course. No rush for starting times on this city owned and maintained golf course, but golfing as it should be enjoyed. Play a leisurely 9-18 or 36 holes surrounded by breathtaking scenery, minutes from your rancho.

HUNTING: Hunters from all corners of the globe come to Elko County to hunt the big game species Mule Deer . . . Quail, Chukar, and Partridge are found in abundance.

FISHING: In jewel like lakes, and mountain fed bottom streams you'll catch trophy size German Browns, Rainbow and Brook Trout . . large mouth fighting Bass. **RANCHO owners can catch their dinner within easy driving distance of the property lines.**

YOUR OWN LAKE . . . You, and your invited guests will spend many happy hours boating, fishing and picnicking at nearby Lake Osino. There is no charge to Rancho owners for full rights to the use of this private multi-acre lake and park area.



PROVEN OPPORTUNITY: Yes, individuals are taking advantage of Nevada opportunity. But the country's leading corporations are also investing in their Nevada futures. Industrial giants, who erect plants where increasing land values and population demand them, are building or have secured acreage throughout Nevada.

LOW OR NON-EXISTENT TAXES: As a result of Nevada's low realistic tax structure, Profits And Wages Are Kept; not paid out to the state. NEVADA HAS NO STATE INCOME, INHERITANCE, CORPORATION OR GIFT TAX. The low real property tax is definitely limited by the state constitution. YES, NEVADA IS ONE OF OUR LAST FRONTIERS OF TAX FREEDOM!

TOTAL COSTS: The full price of the title to your **2½ acre Rancho is only $695.00.** Complete payment schedule is **$1.00 down and $10.00 per month.** No interest, no carrying charges. Live, Vacation or Retire on your land, or simply hold for investment security. Wise men like Andrew Carnegie said, "More money has been made in Real Estate than in all industrial investments combined." **Make MEADOW VALLEY RANCHOS' PROSPEROUS FUTURE — YOUR FUTURE. DON'T MISS THIS GOLDEN OPPORTUNITY!**

MEADOW VALLEY RANCHOS
2708 STOCKMEN BLDG.
ELKO, NEVADA

MEADOW VALLEY RANCHOS
2708 Stockmen Bldg., Elko, Nevada

MAIL COUPON TODAY

Yes! — Reserve acreage at MEADOW VALLEY RANCHOS for me — 2½ acre parcel, $695 — payable $1 down, and $10 a month — no interest, no carrying charges. Send purchase contract and map showing exact location of my holding. You will return my deposit if I request same within 30 days. I enclose deposit for each 2½ acre rancho desired.

SIZE ACRES	DOWN	PER MO.
2½	$1	$10
5	2	15
7½	3	20
10	4	25

Name:_____

Address_____

City:_____ Zone:____ State:_____

Indicate No. of Ranchos____ Total enclosed $____

WE have taught *thousands* this exciting, profitable, pleasant profession. We can teach YOU, too... in your spare time, through inexpensive, step-by-step home study lessons! Start NOW preparing for a responsible, steady, well-paid position in scientific crime detection or investigation.

OVER 800 AMERICAN BUREAUS OF IDENTIFICATION

BE A FINGERPRINT EXPERT

employ I. A. S. students or graduates, each of whom learned FINGERPRINT IDENTIFICATION, FIREARMS IDENTIFICATION, POLICE PHOTOGRAPHY, and CRIMINAL INVESTIGATION . . . the economical I. A. S. home-study way!

The same opportunity is open to you. Just give us a chance—we'll train you for a good job in this fascinating work. It's neither expensive nor difficult to learn. Don't delay! Cash in on the constant need for fingerprint technicians and criminal investigators.

FREE! "BLUE BOOK OF CRIME"

Packed with thrills! Reveals exciting, "behind the scenes" facts of actual criminal cases. Tells how scientific investigators solved them through the same methods you learn at I. A. S. Explains, too, how YOU can get started in this thrilling work at low cost! Don't wait—get your coupon in the mail NOW!

INSTITUTE OF APPLIED SCIENCE
(A Correspondence School Since 1916)
Dept. 3009 1920 Sunnyside Ave., Chicago 40, Ill.

CLIP AND MAIL COUPON NOW

INSTITUTE OF APPLIED SCIENCE
1920 Sunnyside Ave., Dept. 3009
Chicago 40, Illinois

Gentlemen: Without obligation, send me the "Blue Book of Crime," and list of Identification Bureaus employing your students or graduates, together with your low prices and Easy Terms Offer. No salesman will call.

Name_____

Address_____ RFD or Zone_____

City_____ State_____ Age_____

construction of new steam-plant unit. At length she was sold to American Railroad Equipment Asso., Inc., of Cherokee, N.C., and Robbinsville, N.C., which plans to use her in switching service at new operation in Hilliard, Fla.

Negotiations leading to the sale were handled by L. C. "Pard" Lively, 2224 N. 12th Ave., Pensacola, Fla. 32504. Besides being on Gulf Power's engineering staff, Pard is a member of Atlanta Chapter of NRHS and is an S-gage modeler.

Sale of this loco leaves only one steamer on Gulf Power's roster, 0-8-0 No. 2132 (ex-L&N 2132), on stand-by service in Scholz steam plant at Sneads, near Chattahoochie, Fla. The 8-wheeled switcher was built in 1922 by South Louisville Shops (see L&N feature article in our November issue). Before being sold in 1951, she saw many years of service on L&N's Cumberland Valley Division.

"At North Bay, Ontario, I recently saw 4 steam locomotives of Ontario Northland," writes Edward Emery, 398 Runnymede Rd., Toronto 9, Ont., Canada, "as follows: No. 137 (2-8-0), converted from coal to oil; No. 5107 (4-6-2), lettered *Canadian National,* and Nos. 2839 (4-6-4) 5361 (2-8-2), both lettered *Canadian Pacific.*

"These 4 engines stand behind an old roundhouse. A railfan could easily get good shots of them. All are in fine shape, apparently no parts missing. But you must first get clearance from the Ontario Northland's public relations department at North Bay; otherwise you will be ordered off the property.

"Anyone considering a trip to Nova Scotia should not fail to see the coal roads at Glace Bay, where from 3 to 5 steam locos are in regular service, even today. Old Sydney Collieries use steam in their railroad operation. Broughton Colleries have one or two steamers in service.

"Out west at Bienfait, Saskatchewan, the former CP 2-8-0 No. 3544 is working for Manitoba-Sask. Coal Co. The town of Bienfait is located on the Canadian National line between Lampmann and Estevan near the U.S. border."

Great Northern acquired two Challenger type locos from the Spokane, Portland & Seattle in 1939, renumbering them 4000 and 4001, but resold them both to SP&S in 1949-'50, according to Robert W. Johnston, 506 A Street N.E., Auburn, Wash. 98002.

"On my recent travels I saw a Union Pacific 9000 and a Big Boy 4014, both nicely displayed at Pomona, Calif.," writes Lester Harlow, 29 E. Rosevear Ave., Orlando, Fla., "and learned that a Big Boy was seen going east thru Omaha not long ago."

Bert Pennypacker says she went to Nelson Blount's "Steamtown U.S.A." in New England, moving over the Lehigh Valley from Buffalo, N.Y., with a 2-day layover at Sayre, Pa., for public inspection. LV took her to Binghamton, N.Y., and turned her over to the Delaware Hudson for the rest of the trip. Enthusiastic D&H crew wanted to fire up the 4-8-8-4 and run her with steam, but her main-rods had been removed.

Data and pix on Avon, Geneseo & Mt. Morris engines *Phelps* and *Ramapo* are wanted by Wm. R. Gordon, 811 Carson Ave., Rochester, N.Y. 14609, for use in a book he is writing on the Erie's Rochester Division, the Danville & Mt. Morris, and the Livonia, Avon & Lakeville. He also wants data on Bath & Hammondsport No. 3, the *Pioneer;* also the Erie's 860, 895, 902, and 908, all Camelbacks, and 1495 and 2061.

"I'm looking for pictures of Chicago & North Western engines from 1900 to 1933," writes O. B. Lund, 14411 Pacific Ave., Tacoma, Wash. 98444, a retired brakeman with 21 years of C&NW seniority at Tacoma plus 26 years as a Milwaukee switchman at Huron, S.D. "I left the C&NW when the Class J engines came. Am most interested in classes A, S, S-1, R, R-1, and Z."

A steam switcher named *Henry Clay* is operating (except in winter) at Ashland, Schuylkill County, Pa., reports George A. Crago, Director of Public Information of The General State Authority, 18th and Herr sts., Harrisburg, Pa. A photo published in *Internal Affairs,* Commonwealth of Pennsylvania magazine, shows her chugging up to the Pioneer Coal Mine tunnel located on top of Broad Mountain, pulling a train of roofless small cars filled with passengers. The ride offers a sweeping view of the village which sponsored the recent reopening of the old mine as a tourist attraction.

"Cochin, India, is the only port in that country, so far as I know, where steam power reigns supreme," writes T. A. Gaguan, purser, American Export Line., G.P.O. Box 1076, New York, N.Y. "Not even one diesel switcher is working there. Although I do not know how many steam engines are currently operating in and around Cochin in mainline, switching, and local service, I would guess about 25. The slim-boilered heavy Baldwins used in local service are dirty but all the rest are clean. Some have regular valve gear; others have a sort of Caprotti gear.

"Most of the locomotives used for mainline service were built in India and are clean, brightly painted, and immaculate. It's a pleasure to see them. A few have American boilers."

Freight northbound from Mexico City last July was wheeled by MdeM 2213, ex-Nickel Plate 2-8-0 (Baldwin '18).
Robert W. Richardson

Steam in Mexico

Returning from a recent trip to Mexico, Bob Richardson of the Colorado Railroad Museum, Box 641, Golden, Colo., reports on the remnants of steam railroading south of the border. (Bob was No. 20 in our series of *Interesting Railfans.*)

"The Mexican National has enough diesels on order—and being delivered—to permit the replacement of all remaining steam, except on the narrow-gage," he writes. "Meanwhile, steam engines were still handling most of the freight on the First Division north of Mexico City to Irapauta, with the bulk of the trains being pulled by 4-8-4's, some Mountain types, and at least one 4-8-0.

"Lots of Mikados and 2-8-0's were still in use. The only Mallet I saw was in a Huahuatoca scrap yard. There were some doubleheaders. When a passenger train needed helper service a 4-8-4 was put on the point. Our northbound Train 7 took a Northern type from a following freight and used it from Tula to San Juan del Rio over steep grades and numerous curves.

"The Valle de Mexico roundhouse (pictured in December *Railroad*) was still entirely steam. Seven stalls were being rebuilt for eventual diesel occupation but all other stalls held steam power. The huge shops and roundhouse at Aguascalientes, where most engine rebuilding was done in recent years, is closed and was being converted to a car shop. One 2-8-0, with two others standing by, was switching the area. This apparently was the farthest-north use of a steamer in Mexico.

"No. 625 (0-6-0) has been put on display in the little park in front of Chihuahua station. She is fenced in and lighted at night to guard against vandals. Other engines with various wheel arrangements are on exhibition elsewhere and still more will follow. Honoring the vanished Mexicano Railway, an engine has been set up at Apizaco, once the

Big 3 Bargain Sale

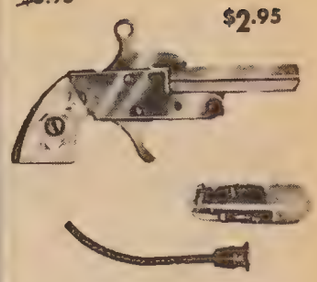
~~$12.95~~ $4.95

REGULATION POLICE HANDCUFFS
With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

$9.95 ~~$13.95~~

HOME MOVIE VIEWER
SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. $9 95

~~$5.95~~ $2.95



LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

~~$4.95~~ $2.98

IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

~~$3.00~~ $1.00

WHO STOLE MY BIKINI?!!

"TITILATING BALL POINT PEN"

Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open. $4.70; 7 1/16", $4.95; 9", $7.50; 11". $12.95

~~$3.95~~
$1.98
OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

Not sold to Calif. or N. Y. res.

~~$12.95~~
$5.95
22 Cal. Blank Cart. 6 Shot Revolver
No Permit Required
"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long. Ideal for stage, sporting events, boating, protection. Revolver $5.95, deluxe leather holster $2.25.

ORDER BLANK

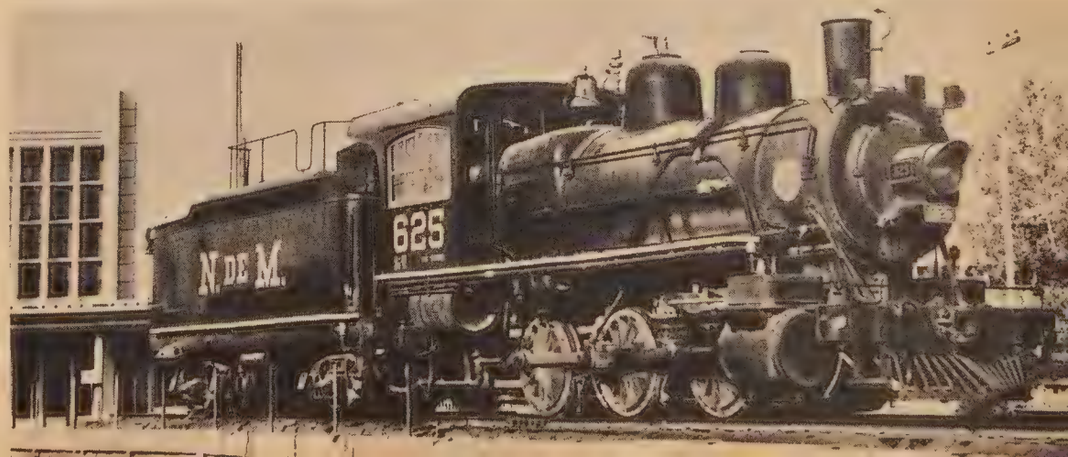
BIG THREE ENT. INC.
Dept AG-165F 1109 Sixth Ave.
New York 36, N.Y.

Enclosed is check, cash or M.O. for $ _____ Enclosed
Please send me items checked.
A Handcuffs; B Movie Viewer C Little Atom Pistol; D I.D. Badge Case; E Peek-A-Boo ...en F Wolf-Pack Cards; G Stiletto, ... size; H Badge (...); J Revolver.
(specify type)
Satisfaction Guaranteed. Send cash, check or M.O. and save C.O.D. charges. $1.00 deposit with C.O.D. orders

Address _____
City & Zone _____ State _____
Name _____

Bob Richardson, Colorado Railroad Museum, Box 641, Golden, Colo.

Historic engine, used fifty years ago by Pancho Villa, the Mexican rebel, on his military supply trains, now stands in front of the Chihuahua passenger station.



A Master Hypnotist
REVEALS HIS SECRETS
HOW TO
HYPNOTIZE

Melvin Powers, the world's leading professional hypnotist and author of 7 books, offers you by mail the same course he teaches at his famous Hollywood school of hypnosis.

Mr. Powers shows you, step-by-step, how you can easily learn to master this fascinating science. He does not merely write about the subject, but gives you the exact words that are used to induce hypnosis and self-hypnosis.

Here's what you'll learn:

The History of Hypnosis. Facts About Hypnotism. What Every Hypnotist Should Know. How to Hypnotize Your Subject. The Psychological Approach and Technique. You Can Hypnotize Anyone. How to Hypnotize Difficult Subjects. Advanced Methods of Hypnotism. 8 Original Techniques for Inducing "Deep Hypnosis". Self-Hypnosis: How to Hypnotize Yourself.

New Procedures for Acquiring Self-Hypnosis. Waking Hypnosis. Secrets of the Stage Hypnotist. How "Instantaneous Hypnosis" Is Accomplished. The Psychology of Hypnotic Suggestions. Psychotherapy. Hypnotic Techniques in Psychotherapy. The Utility of Suggestions. Hypnotism Does Help. Sleep and Learn.

MAIL NO-RISK COUPON TODAY!

MELVIN POWERS, Dept. 2708
8721 Sunset • Hollywood, California 90069

Gentlemen: Send me the Mel Powers HYPNOTISM COURSE: Price $1. I will use the course for 30 days entirely at your risk. If I am not perfectly satisfied, I will simply return the course for a full refund.

I am enclosing my check ☐ cash ☐ money order ☐ for $1.

Name .....
Address .....
City..... Zone..... State.....

big shops town of that line, now a NdeM division point.

"The narrow-gage line between the capital and Cuautla remains the same, despite rumors to the contrary. It is busy as usual: crowded passenger trains and numerous freights. I saw double-headers and even one three-engine freight. A standard-gage connection to this line is being built from north of Mexico City.

"Mexicano electrics, which went into service 40 years ago, are still being operated, though passenger trains now use diesels and diesel helpers between Mexico City and Veracruz. Still, a few juice hogs are wheeling freight, some as helpers and even some under repair. The fine observation Pullman buffet cars have been scrapped."

Rio Grande Steam

Bob Richardson says that the Rio Grande's steam-powered Silverton line set a record last season with almost 65,000 passengers, an increase of about 14,000 over 1963.

"Having sold our motel," he adds, "we are spending full time with the museum. Elsewhere in Colorado, the Burlington is promoting a whopping increase in passenger business, tieing in rented auto, bus tours, and ski traffic. Their crack trains have been running many second sections, always using their best equipment. Union Pacific also is handling large groups. Maybe passenger traffic by rail is coming back. It seems so out here anyhow."

The Silverton, Vol. 2, is a new, 45-rpm recording of steam-train sounds taken last summer in Colorado with D&RGW cooperation. You hear the train leave Durango. The whistles with echoes bouncing off the canyon walls are thrilling; the exhaust of engine 478 is realistic. You stop at Cascade tank to take water. The voice of an announcer for each band is especially good. We don't recall many rail records with announcers; there should be more. This 7″ disk sells for $1.25 postpaid. It was put out by 5 Chime Recordings, Box 163, Brookfield, Ill. 60613.

Setouts and Pickups

Of special interest to West Coast railfans in the U.S. and Canada is a 20-page magazine, *Pacific News*, published on the fourth week of each month by Donald C. Ward, 458 Chatham Rd., Burlingame, Calif. Printed on good paper, it runs news of railroad and streetcar activities, articles, photos, and an advance listing of fantrips: 25¢ a copy, $2 per year in the U.S. and Canada, $3 elsewhere.

Interested in switch keys? Harry E. Kelso, Box 42, Pittsburg, Kan. 66762, is selling dozens of them, many old and rare, from a long list of railroads, at $4 each—postpaid on orders of $10 or more. He also sells rulebooks, lanterns, switch lights, other railroadiana. List free on request.

Railroad maps of the U.S. (except Alaska and Hawaii) are available at $1.95 each from G. Brinton Jack III, 2650 Cardinal Lane, San Jose, Calif. 95125. The complete map has 4 sections, each 30x40″, shipped in mailing tube. GBJ hopes also to offer railroad maps of Australia and Russia in the near future.

Suggestion for frameable steam-powered railroad prints: 17x22″ fine-paper lithographs by George Mathis that look like original charcoal drawings may be had from Glenn Beier, 10364 Holmes Way, Rancho Cordova, Calif., at $3 each, postpaid, delivered in mailing tube. These subjects: Sierra Railroad's No. 28 backing up Chinese Hill, Central Pacific train and a stagecoach at Cisco in 1866, Sacramento Valley train and a stagecoach in 1857, and train on Feather River Ry. trestle.

Israel Railways are now publishing their own magazine, in Hebrew. It is called *Rakaeveton* (which means "Railway Paper") and is mailed free to railroaders, reports H.Y. Kohut, P.O. Box 1004, Givatayim, Israel. He adds:

"Thanks for publishing the notice about our Society of Friends of the Railways of Israel. It brought many replies from the U.S., Canada, Great Britain, and Australia. So *Railroad Magazine* must be read over a large part of the globe.

"Your Oct. '64 issue carried a picture of an Austrian steam engine of the 310 series, but I think she was built by the Floritzdorfer Lokomotivfabrik A.G. in Floritzdorf, Vienna, and not the Budapester Locomotive Works as your caption stated. More than 30 years ago I often watched that graceful engine in action hauling light European expresses such as the *Orient*, the *Arlberg*, and the *Ostende*, westward from Vienna."

A 4-page illustrated circular, 8½x11″, listing the books, locomotive drawings, oldtime prints, and color prints he has for sale may be obtained free by writing to Alvin F. Staufer, Rte. 4, Box 145, Medina, Ohio 44256 (No. 25 in our *Interesting Railfans* series).

Here is a railfan who always wanted a private Pullman car. Three years ago he bought *Capital Heights*, an open observation car. He shares it with groups and has taken it 40,000 miles over 18 different railroads in 40 months. Jack Ferris, 424 Ludwig Road, Forth Wayne,

Ind., and his wife are now in the business of "Private Railroad Cars, Inc." They acquired *Clover Colony* (8 sections, 5 bedrooms) and *Travel Club* (8-section buffet lounge) in 1964. They refurbished the interior of the cars. Every year they take a party from Fort Wayne to the Kentucky Derby via Chicago.

Jack hopes to acquire more cars and operate a whole train.

Scale Model Builder

"There's railroading in my blood," says Jack M. Fesco, builder of scale models, 4309 Edenhurst Ave., Los Angeles, Calif. 90039. "My dad was a construction foreman who helped to build the Buffalo, Rochester & Pittsburgh (now B&O); the New York, Susquehanna & Western, and the Lackawanna. We lived in maintenance-of-way cars, and my schooling was a problem.

"In 1923 I hired out to the Southern Pacific as a locomotive fireman and was promoted to engineer in '41. Prior to that, I had acquired a shop and I decided to spend my spare time on a hobby I could really enjoy, namely, scale modelbuilding. My first project was a ¾" scale caboose, which I displayed at the New York World's Fair in 1940. Next I built a scale model of a 4-8-2 locomotive. But before that, I had to gather drawings, books, pictures, etc., so I joined the Los Angeles Live Steamers, Inc. My working model burns coal and is superheated. Then I built a one-inch scale live steamer, SP 4-8-4 No. 4454.

"My next project was coloring steam-engine photos with transparent oil paints. Now I am finishing a ⅜" scale animated picture of the Southern Pacific's *Daylight,* set in a picture frame. A small clock motor drives the main axle at 60 revolutions per minute, actuating the rods and valve motion.

"Fellows write to me from all over the world and visit me to get information, photos, etc. I have locomotive blueprints from the old Central Pacific's *C.P. Huntington* up to the big Mallets. When I retire in March, 1966, I won't have to worry about what to do with my time. I have enough hobby work in the planning stage to keep me busy for years."

SCALE MODEL RAILROADING, by Leslie T. White, 192 pages, 7x10", illustrated with 96 photos and diagrams, glossary, and index, Thomas Nelson & Sons, 18 E. 41st St., New York, N.Y. 10017, $5.95.

Les White is not only a master modelbuilder and ex-fireman on the Grand Trunk in Canada but is also a good writer, having contributed hundreds of short stories to national magazines. His book is uncommonly clear, interesting, and helpful.

FACTORIES ARE TURNING OUT MILLIONS OF APPLIANCES DAILY . . . WHO WILL REPAIR THEM?
START YOUR OWN BUSINESS!
ELECTRICAL APPLIANCE REPAIRING
ORDERS

There are over 60,000,000 families in the United States. They average 15 or more appliances each, and every marriage means another 15 appliances. Billions of dollars are invested in appliances, yet every year more appliances appear on the market. Eventually they all need adjustment or repair — that is why Electrical Appliance Repairing is such a profitable business today and will go on paying big cash profits for years to come.

EARN WHILE YOU LEARN

Since 1935 Christy Trades School has been teaching mechanically-inclined men the profitable Electrical Appliance Repair business. You learn by working with your hands — testing and repairing. We send you kits to assemble and keep, including the valuable Christy Electronic Trouble Tracer. We show you how to find trouble in refrigerators, automatic washers, irons and everything electrical, how to fix it quickly. We tell you what to charge, how to solicit business, where to get spare parts wholesale. We also teach you how to build power tools from spare parts, and how to do welding, house wiring, and other profitable businesses.

MAKE MONEY RIGHT FROM THE START

Many of our students pay for their entire course before they have completed their training! How? Because right from the very beginning they are shown how to make actual repairs! Thousands of Electrical Appliance Technicians can testify that the CTS course is a practical course written in simple, easy-to-understand language, profusely illustrated with hundreds of photographs and detailed drawings.

PAY-AS-YOU-LEARN PLAN. Send TODAY for FREE illustrated book and special form for paying from earnings made while learning. See how you can soon own your own money-making business!

USE YOUR OWN BASEMENT, garage, or kitchen. You don't need expensive equipment. Work full or spare time, as you wish.

$6 to $7 AN HOUR are the going rates for making ordinary repairs and doing routine appliance service work. Think of the things you could have if you had your share of this money!

AGE IS NO BARRIER, nor is a minor handicap. The work is light and pleasant. Work when you wish — you're the boss!

RETIRED MAN BUILDS BUSINESS. Mr. Marion A. Pippin, 1139 E. Lincoln Ave., Decatur, Ill., writes: "I am now in the phone book in 4 places in the yellow pages. My business is getting better all the time." Mr. Pippin, now in his sixties and retired, is building a real business with solid security in his fix-it shop. You can do the same with CTS training.

SEND COUPON TODAY!

SEND FOR FREE BOOK . . . *tells you how to do it!*

CHRISTY TRADES SCHOOL INC.
Dept. A-2252 3214 W. Lawrence, Chicago, Illinois 60625

Please RUSH FREE book on America's fastest growing industry, Electrical Appliance Repairing, and special form for paying from earnings while learning.

Name_____

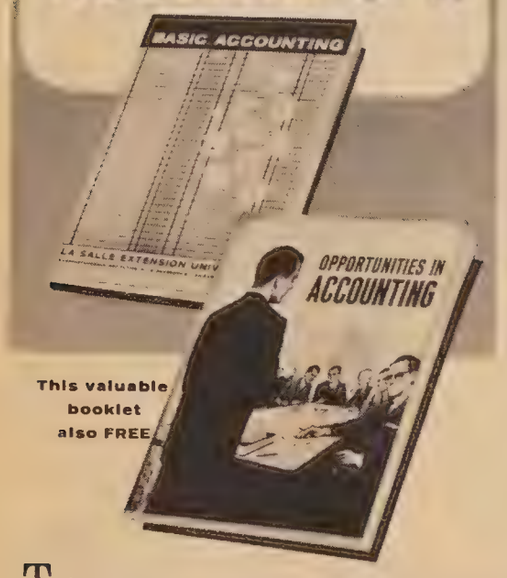
Address_____

City_____ State_____

Jack M. Fesco, a Southern Pacific hogger since 1941, poses proudly with two of the beautiful scale models he has built, 3½"-gage SP live steamer and caboose.

This Free sample lesson can start you on a high-pay career as

ACCOUNTANT, AUDITOR or CPA



This valuable booklet also FREE

THE demand for trained Accountants far exceeds the supply. Salaries keep going higher, promotions come faster. Why remain in a dull job with insufficient pay when you can qualify easily — *in your spare time* — for the big rewards offered to the Accounting-trained man?

To prove this to yourself, send for the interesting sample lesson which demonstrates the remarkable LaSalle method of home training. This lesson is yours free of cost or obligation. It will show you how you are guided step by step through actual Accounting work . . . how you learn by doing ...how thoroughly you are prepared for every Accounting task you will be called upon to handle in the business world.

No previous experience required

LaSalle's distinguished faculty of expert Accountants and CPA instructors starts you right at the beginning . . . then supervises, corrects and grades your work all the way . . . right up to helping you prepare for the Certified Public Accountant examination, if this is your goal. The cost is remarkably low.

For over half a century, LaSalle has been a world leader in business education. It has provided training to more than 1,000,000 ambitious men and women. That is why a LaSalle diploma in Accounting is a credential respected by employers. Mail coupon today for free sample lesson and "Opportunities in Accounting" booklet.

LA SALLE EXTENSION UNIVERSITY
A Correspondence Institution
417 S. Dearborn, Dept. 38-032, Chicago, Illinois

Please send me, free of cost or obligation, your sample lesson and illustrated booklet "Opportunities in Accounting".

Name ..... Age...

Address .....

City & Zone .....

County ..... State.....

139

News of Railroaders

A ONE-ARMED man with only three fingers on his right hand held a railroad job for 50 years! A.C. Thompson was 14 in 1908 when he hired out to the old Minnesota & International Railway (now Northern Pacific) as a pumper at Backus, Minn. Caught in the crankshaft of the pump engine, he lost his left arm near the shoulder and two fingers of his right hand. As soon as he was able to work again, young Thompson learned station routine and telegraphy and he finished grade school. Then he got a regular job as telegrapher, worked full time at various stations, and was agent-operator at Cloquet, Minn., at the time he retired, recently.

His duties included handling freight, express, and mail, selling tickets, and tapping out telegraph messages—all with one maimed hand. He became chairman of the Order of Railroad Telegraphers' committee that organized the "brass pounders" on the Minnesota & International. "As I look back," he told the newspaper *Labor*, "I don't know how I ever handled all that heavy freight, ten-gallon cream cans, and mail." There should be some special award for railroaders with the courage and fortitude of A. C. Thompson. •

AN UNIQUE suit has been filed by a locomotive engineman's widow, Mrs. Maude Newman, 4921 7th Ave. S., Birmingham, Ala., alleging that her husband, J. H. Newman, died three years ago from pneumonia caused by diesel fumes in his cab. She is suing the railroad.

"I believe my suit is the first of its kind in our country for engineers," Mrs. Newman says. "I have been told it's a common cause of death among miners who work underground with diesel machinery."

An article by Art Hanford on "Engineers' Nightmare" in *The Locomotive Engineer* last August 21st told about the effects of diesel locomotive fumes on men who ride the cabs. Later in the same B. of L.E. paper Frank Soska, 130 Cherry St., Slatington, Pa., related the following experience:

"On Dec. 7, 1957, I was working with Engineer Harry Siebler, now retired, on the Lehigh Valley Railroad at Bethlehem, Pa., Florence Yard. We had two General Motors 600-hp switching engines coupled together delivering ore for the Bethlehem Steel Co.

"I complained about engine 273 smoking excessively at the service track, but nothing was done about it. This was going on for sometime, and I kept on complaining. On this day around 10 a.m. I could hardly stand it anymore in the cab, so I went out on the footboard and opened the door on the engine room and I found out that the smoke was coming from the air compressor's breather pipe at the crankcase. The smoke was so great that the trainman riding on the next car to the locomotives had to get off the car on account of the smoke.

"A few minutes later I returned to the cab, but I was getting sick and sicker by the minute. So I told Siebler that I couldn't stand it and that I was going in the yard office to report the engine. A few minutes later I could hardly breathe. I took off my tie and my jacket and opened my shirt, but this didn't help much as I was getting worse. I told the clerk to take me to the hospital, that I needed a doctor fast.

"He tried to get a doctor but could not get one, so I insisted on the hospital. By this time my engineer, Siebler, was carried into the yard office by the car inspectors who found him staggering on the main tracks, trying to reach the yard office also.

"We were taken then to the hospital by one of the car inspectors and the yard clerk. We were given an oxygen mask. I had one on for two hours and a half; the engineer for two hours.

"I was off the next day, but the following day went out to work. About noon the peddling crew brought the same engine back on the job. It had been taken off the job and replaced when we were sent to the hospital. I told the crew that I was refusing to work with that engine in that condition, and that I was not responsible for what happened to it. They took the engine back to the roundhouse.

"The next day the road foreman of engines and some specialists came on the engine with some smoke-measuring instruments, claiming that there was nothing wrong with the exhaust manifolds and pipes, that there was no leak in them.

"I told them it was not in the exhaust system but in the breather pipe on the air compressor, that the rings were bad. But they paid no attention to me. The next morning when I arrived at the service track, the hostler told me that the air compressor blew up and the whole engine room was full of oil all over." •

Railroad Avenue

A NEW, enlarged edition of *Railroad Avenue*, by Freeman Hubbard, subtitled *Great Stories and Legends of American Railroading*, just off the press of Golden West Books, Box 91, San Marino, Calif., sells at $5.95. This factual classic first appeared in 1945, had nearly 200 favorable newspaper and magazine reviews, including 1¼ colums in *Life*, and quickly became a best-seller. New edition has much additional material, many choice pix. Frank Donovan will analyze it for us next month. •

Unscrupulous Railfans

"I work for the Erie-Lackawanna," writes Don Wallworth, 135 Brookside Ave., Hohokus, N.J., "and find myself in a peculiar situation when anyone refers to me as a railfan or rail enthusiast. Both designations leave a sour taste in the mouths of many railroaders because some railfans are rude and/or dishonest. It is wrong, of course, to misjudge railfans as a whole for the misdeeds of a few.

"But those few have given the hobby a bad name. For example, a certain Erie agent befriended a teen-age fan. One day he went out to the men's room and locked the office door. The fan squeezed his slim body through an opening in the glass partition and stole two tickets, worth over $40, from the case. The agent soon discovered his loss, which he'd have to make up out of his own pocket. He knew that only one person could have taken the tickets.

"By using the ruse that the railroad would give a free pass to anyone finding the missing tickets, the agent induced the light-fingered hobbyist to come forward with the tickets. The culprit said he had found them in a friend's collection but had written his own name on them. I am glad he was caught."

Coming Events

Special trips to Mexico Dec. 17, 1964, to Jan. 4, '65, and Feb. 20 to March 12, Contact Railcruise, 212 Stockton St., San Francisco, Calif. 94108.

Dec. 24 and 31: "Butler Day" excursions over Susequehanna RR. from Susq. Transfer. N.J., to Butler, N.J., a rail trip of 66 minutes each way. Train consists of ex-D&H and ex-B&A coaches and 100-hp. Alco-GE diesel. You can reach Sus. Transfer by boarding bus 1:12 p.m. at platform 51, Port Authority bus Terminal, New York City. Tickets sold at windows 26, 27, and 28.

Jan. 12: All invited to steam-railway preservation meeting at St. Mary's Church Hall, Tyndall's Park Rd., Clifton, Bristol, England.

Feb. 6-7: Annual excursion to Craig, Colo., via D&RGW, operated by National Railway Historical Society, Inc., Intermountain Chapter. Lv. Denver 9:05 a.m. Saturday, back in Denver 3:20 p.m. Sunday. Train includes open-platform private car 96 and Vista Dome chair car. Fare $24, incl. buffet lunches enroute both ways. Hotel reservation card sent with each order for tickets. Contact Wm. C. Jones, Pres., Intermountain Chapter, NRHS, P.O. Box 921, Golden, Colo., 80402.

Feb. 6-7: Blythe-Ripley excursion via AT&SF over frt.-only trackage sponsored by Orange Empire Trolley Museum, P.O. Box 501, Perris, Calif. 92370. Enjoy scenic views thru mts., across desert to Colo. River. See and photograph ex-rail center Ludlow, jcts. Cadiz and Rice; visit U.S. Gypsum Co. and Leslie Salt Co. narrow-gage operations. Fare $24 regardless of age, incl. transportation, $2 deposit on motel space, Sunday box lunch and beverage. Six-car consist incl. comb. baggage-coach car, reclining chair cars, snack car, obs. car. Eat Sat. lunch at Barstow. Train limited to 600 passengers; reserve early. Lv. Pasadena 8 a.m. Sat.; stops at Pomona, San Bernardino, Barstow, Blythe. Back in Pasadena 7 p.m. Sun. (or Mon. a.m. if preferred).

Feb. 13: Pacific Locomotive Association's snow trip over McCloud River RR. with 2-6-2, push-plow, and 2 cabooses. For details write PLA's excursion director, C. G. Heimerdinger, Jr., 301 Menlo Oaks Drive, Menlo Park, Calif.

April 25 and May 8: annual rail tours to 38th season of Ramona outdoor play at Hemet, Calif., via AT&SF, sponsored by Orange Empire Trolley Museum, P.O. Box 501, Perris, Calif. 92370. Fare $13 (kids $9), incl. transportation, admission to evening pageant and barbecue dinner afterward. ●

HOLD THIS IN YOUR HAND AND FEAR NO MAN!

KASHI-NO-BO

MAGIC WEAPON TURNS YOUR FIST TO DYNAMITE!

HERE'S HOW YOU CAN GET ONE OF THESE POWER-PACKED WEAPONS ABSOLUTELY FREE.

Yes, It's True! You can defend yourself so easily you'll be amazed! And you don't have to spend long months studying and doing exercises. The very first day you receive your KASHI-NO-BO you'll be able to win any fight you enter, even if you're attacked by surprise. It's that EASY . . . WHEN YOU KNOW HOW. Imagine being able to make gangsters and "tough guys" turn tail and run. You'll NEVER BE AFRAID AGAIN. You'll be an unbeatable expert at self-defense. ready for anyone. any time. any place! Oriental KASHI-NO-BO is a fighting method that uses a small. specially-made weapon you hold in your palm. giving you a special advantage over any would-be attacker.

MAKES YOU MASTER

The powerful KASHI-NO-BO Weapon turns your fist into dynamite . . . crushes bones, rips flesh, makes your opponents BEG for mercy. Use it as an effective shield against flick knives, switchblades, chains, brass knuckles. Yes, thugs who know about KASHI-NO-BO run because every inch of it spells deadly trouble.

BETTER THAN JUDO

KASHI-NO-BO is unbeatable because it COMBINES the world's best fighting techniques . . . bone-crushing YAWARA, crippling ATE-WAZA, aggressive KARATE, offensive JUDO, plus fatal blows.

EASY TO USE

Fill out the coupon below to receive the complete KASHI-NO-BO kit, containing not only the deadly stick-weapon but also a lavishly illustrated course, demonstrating every shattering maneuver against street fighters, muggers, professional fighters. EVEN men armed with knives or guns. You will be able to use the KASHI-NO-BO the very first day.

COMPLETELY LEGAL

You need no permit to carry the KASHI-NO-BO; there are no laws against it. Unlike flick knives, switchblades and zip guns, the KASHI-NO-BO is harmless in itself. It is only deadly when you know how to use it . . . so even if an attacker should get hold of your weapon, he could not use it against you. The KASHI-NO-BO is so small you can carry it in your pocket wherever you go.

MUST WORK FOR YOU

KASHI-NO-BO must work for you because it has worked for thousands of others. Oriental KASHI-NO-BO was developed by experts who wanted to give you a fist of steel the quick, easy way. Yet you control the same power as a Karate expert without spending years hardening your hands by striking them against bricks. Good for men and women too old, too young or too weak to defend themselves by brute muscle.

SO POWERFUL EVEN USED BY UNITED NATIONS POLICE

Picked United Nations security guards have just completed training in the use of KASHI-NO-BO. Police around the world use KASHI-NO-BO to put down riots, calm down "tough guys," restore law and order.

WIN NEW RESPECT . . . GAIN CONFIDENCE OF A LION

Win the admiration of everyone you meet RIGHT NOW —through the AMAZING power of KASHI-NO-BO. See men and women in your neighborhood look up to you when you prove you can master even the toughest thug. Prove to yourself no one can push you around!

NO-RISK OFFER

Send for your KASHI-NO-BO Kit today. Test it playfully on your friends, family (but please be careful not to hurt them!). Enjoy new power for TWO FULL WEEKS. Then, if you're not convinced, just tear up the book and throw it away. Mail us the cover and you get back every cent you spent.

FREE GIFT

With each KASHI-NO-BO Kit, you get a genuine, custom-made KASHI-NO-BO defense-attack weapon absolutely FREE. That's right . . . even if you ask for a refund, the KASHI-NO-BO device is yours to keep. But act fast. Our supply of the special KASHI-NO-BO device is limited. Mail the coupon now!

© 1964 by Bruce Roberts Co.

MAIL NO-RISK FREE TRIAL COUPON!

BRUCE ROBERTS COMPANY Dept. MAG-1
23 West 47 Street, New York, New York 10036

Please rush me one complete KASHI-NO-BO Kit, including the free custom-made KASHI-NO-BO weapon. I understand I may return the cover of the book after two weeks for a full refund if I'm not 100% satisfied. The device is mine to keep in any event.

☐ I enclose $3.98 for the Kit.
☐ I enclose $5 for the Kit plus 2 Extra KASHI-NO-BO weapons.

NAME_____

ADDRESS_____

CITY_____ STATE____ ZONE____

☐ Please ship_____ extra sticks at $1.00 each,

for which I enclose $_____.

BOOKS OF THE RAILS

DIRECTORY OF RAILWAY OFFICIALS & YEAR BOOK: 1964-'65, 70th year of publication, compiled from official sources under direction of *Railway Gazette* editor, 699 pages, 5½x8¼", indexed, Tothill Press Ltd., 33 Tothill St., Westminister, London, SW 1, England, $10 in U.S. currency, $10.50 in Canadian currency.

This standard reference book is immensely valuable to English-speaking railroaders and railfans all over the world, also editors, writers, teachers, researchers, broadcasters, and so on. It offers the latest authentic data on railroads in every country: brief histories, mileages, locomotives and rolling stock, officials, department heads, addresses, short financial statements, signaling, electrified railways, etc. These facts will settle a great many arguments.

Furthermore, under the title of *Statistical and Other Information,* it covers such subjects as principal altitudes on world's railways, longest railway tun-

nels, noteworthy bridges and viaducts, longest stretches of straight line, principal gages, right and left hand running, steepest gradients, speed, chronology of railway history, many other items, and a bibliography.

"In view of the increasing use of diesel and electric traction," says the preface, "it may be surprising to some readers to learn that the entries in the present edition show a total of more than 80,000 steam locomotives, some 60,000 diesel locomotives, and nearly 12,000 electric locomotives. These haul about 397,000 passenger carriages, and, in addition, the self-propelled railcar total is nearly 50,000. The returns indicate upwards of 5,860,000 goods wagons (freight cars) of all types."

That fact is astounding. We would not have thought that, even today, steam locomotives all over the globe outnumber diesels 4 to 3! The *Directory* is, indeed, a most informative and useful book.

"Railways of course have faults," the writer says in conclusion. "They are often short-sighted, over-conservative, and too easily satisfied with themselves. These are the failings of mankind as a whole. Yet they remain a noble achievement, and will be with us as long as civilization exists in anything remotely like its present shape."

EARLY RAILWAYS, by J. B. Snell, 128 pages, 8x8½", illustrated, G. P. Putnam's Sons, 200 Madison Ave., New York, N.Y. $4.95.

With nearly 150 pictures, 32 of them in color, *Early Railways* has the general appearance of an American Heritage volume. Richly eye-filling, it's an album of choice photographs and old prints, with abundant text matter written by a gifted historian. It covers the beginnings of English, continental European, and North American railroads. The book is entertaining and informative and filled with the kind of background information that gives the railfan a better understanding of his hobby. It is a book we wouldn't like to have missed.

TRAINS ANNUAL: 1965, published by Ian Allan, Ltd., 96 pages, 7x9½", illustrated; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. $3.75.

The 19th edition of the ever-popular *Trains Annual* consists, as did the other editions, of miscellaneous railroad articles and some fine illustrations, both color and black and white. First and best chapter of the lot is "Speed: Past, Present and Future," by Cecil J. Allen, whom we consider Britain's top railroad writer.

With the same publisher and distributer, *Locospotters' Annual* (64 pages, 7x9½", $2.50) is edited by G.M. Kitchenside, who states: "This year will almost certainly be the last in which steam locomotives are used on express passenger trains on British Railways." The book lists 20 British routes where, at the time of going to press, you could still find steam. Like *Trains Annual,* it is well written, handsomely bound, and beautifully illustrated in color as well as black and white.

EXPRESS TRAINS: ENGLISH AND FOREIGN, by E. Foxwell and T. C. Farber, 181 pages, 5½x8½", test matter, tabulations, and maps, reprint of a book originally published in London in 1889; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. $8.

Described as "a statistical account of all the express trains of the world," including the U.S. and Canada, in 1889, this book has considerable reference value for readers interested in comparing modern passenger-train speeds with those of long ago.

DINKY, by John Reese, 134 pages, 5¼x8", David McKay Co., Inc., 750 3rd Ave., New York, N.Y. 10017, $3.25.

Short novel about an abandoned mine locomotive, written for small-fry railfans by a section foreman's son. It explains engine mechanism in a way that small boys can grasp easily.

Our Cut-Rate Book Service

Besides reviewing new railbooks, we sell such books at about 5 percent off publisher's price. Your choice is not limited to newest books. Our discount applies to almost any railbook now in print, but only if it retails above $2. If you order any book not listed here, specify the title, author, publisher, and his price. Each price mentioned in this department includes mailing cost.

These books are available only by mail. Money order or check may be sent to *Railroad Magaine Book Service* (not book publisher), 205 E. 42nd St., New York, N.Y. For example:

	List Price	Our Price
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
EARLY RAILWAYS, by J. B. Snell	$ 4.95	($ 4.70)
TRAINS ANNUAL	$ 3.75	($ 3.50)
LOCOSPOTTERS' ANNUAL	$ 2.50	($ 2.25)
SCALE MODEL RAILROADING, by White	$ 5.95	($ 5.60)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM TRAINS OF THE SOO, by Suprey	$ 5.00	($ 4.75)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 3.25	($ 3.00)
UNUSUAL LOCOMOTIVES, by E. F. Carter	$ 5.75	($ 5.50)
FAMOUS UNDERGROUND RAILWAYS OF THE WORLD, by A. J. F. Wrottesley	$ 3.25	($ 3.10)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$ 5.75	($ 5.50)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$20.00	($19.00)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.50	($ 2.25)
COLORADO'S MOUNTAIN RAILROADS, LeMassena	$ 3.00	($ 2.85)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
TROLLEY THRU COUNTRYSIDE, Chandler	$12.50	($11.90)
RAILROADS AND THE ROCKIES, by Ormes	$ 6.50	($ 6.20)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 3.25	($ 3.00)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
20TH CENTURY, by Lucius Beebe	$5.95	($ 5:65)
CANADIAN NATIONAL RAILWAYS, by G. R. Stevens, 2-vol. set	$12.50	($11.90)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
RAILWAYS IN WARTIME, by Carter	$ 6.75	($ 6.45)
MOGULS AND IRON MEN, by McCague	$ 7.95	($ 7.55)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
DOWN THE LONESOME ROAD, by Creger	$ 4.50	($ 4.30)
SOURCES OF INFO. IN TRANSPORTATION	$ 5.00	($ 4.75)
DIESELS AND ELECTRIC TRAINS, by Cooper	$ 3.25	($ 3.00)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 7.50	($ 7.15)
HISTORIC ALPINE TUNNEL, by Dow Helmers	$12.50	($11.90)
FROM CAB TO CABOOSE, by Joseph Noble	$ 6.95	($ 5.65)
STEAM LOCOMOTIVES & HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Prince	$ 9.50	($ 9.00)

The Switch List

New Orleans Public Service trolley awaits green light on Canal Street loop at downtown end of the line. This part of St. Charles route is the only remaining streetcar trackage on Canal Street. Center of street now has two-way bus lanes.
Jim Bradley, Mounted Rte., Mt. Holly Springs, Pa. 17065

Shortlines of Idaho

Locomotive rosters compiled by Sy Reich

Camas Prairie Railroad

Owns no motive power; leases 6 NP GP9's and 6 UP GP9's.

Craig Mountain Railway

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date
50	380	GE	44-ton	B-B	26,400	89,000	1940

Nezperce Railroad

Owns two locomotives; specifications unknown to us.

Spokane International Railroad

200-211	1000	Alco-GE	RS-1	B-B	61,850	247,400	1949-'53

Washington, Idaho & Montana Railway

30	660	Alco-GE	S3	B-B	58,920	196,400	1950
66	660	Alco	HH 660	B-B	?	?	1939

Rosters based on data from manager of Camas Prairie RR., agent of Craig Mountain Ry., general manager of the UP's Northwestern District, and a WI&M clerk, and is generally accurate as of the third quarter of 1964. For our purpose, a shortline is defined as any common-carrier railroad listed in The Official Guide or the Pocket Directory of Railroad Officials with route mileage less than 400.

Locomotive builders: GE—General Electric; Alco-GE—American Locomotive Co.-General Electric; Alco—American Locomotive Co.; NP—Northern Pacific Ry.; UP—Union Pacific Railroad.

Craig Mountain No. 50 was originally Great Northern 5200, then GN 50, then sold to Donovan Construction Co. The CM purchased it from Morse Bros. Machinery.

Spokane International 200-211 were leased to UP and renumbered 1211-1222.

One WI&M unit has been sold to Tacoma Municipal Belt Line. The other unit is for sale. Operating motive power is leased from the Milwaukee Road.

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables); *emp. tts* (employees timetables), and *SSE* (send 5¢ stamped envelope for list or details).

Write each item plainly or pen-print or typewrite it on a postcards or separate sheet of paper—not buried in a letter about other matters. If you want pen pals, state your special interests so that they will know what to write about.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits newsstands our Feb. department is already closed. Entries for March issue (out approximately Feb. 10th) should reach us before November 17th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN AARDEMA, 223 Slate St., Paterson, N.J. 07501, wants postcard, 5x7 broadside pix 2-4-4-0 tank, Mallet, any gage.

BOB ADAMS, 520 W. Mineral, Platteville, Wis. 53818, sells copies LVT '25 system map 13"x30".

BERNARD ALBERT, 3351 Seymour Ave., Bronx, N.Y. 10469, trades color slides of trackless trolleys. Wants slides of PSCT elec. busses.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells, trades 4x5 or pc pix, LV, CNJ, DL&W, RGD, L&NE, D&H, PRR shortlines, incl. stations.

JOE M. BAK, Jr., 3250 N. Normandy Ave., Chicago, Ill. 60634, sells Railroad Magazine, Model Railroader, CERA Bulls., books; large list for large SSE.

B. BARBOUR, 60 Glen Rd., Hamilton, Ont., Canada, trades train orders Canadian and U.S. roads.

J. W. BARNARD, 208 W. Main, Shelby, O. 44875, trades 4x5 pix B&O right-of-way structures, all types of cars (SSE).

VAN BEST, 9306 Orizaba, Downey, Calif. 90240, wants pix of Pullmans, dome cars, RPO's of Eastern rrs.

TOM BROWN, 5912 Fern St., El Cerrito, Calif., trades slides of Eastern, Southern or New Eng. roads (35mm Kodachrome).

Miss VEALLEDENE BURNETT (age 17), 3704 S. 286th St., Auburn, Wash., wants pen pals.

LOWELL BUSH, 32 E. Cogress St., Detroit, Mich. 48226, sells Xmas cards and photos of CNR, Arcade & Attica. Strasburg, GTW, NYC, and PRR. (SSE).

R. C. CAESAR, 116 Grandview Court, Iowa City, Iowa, sells pix Midwest rrs., Great Lakes steamships. (SSE). Wants Midwest traction tts.

RAY CAMPBELL, South Washington St., Waupaca, Wis. 54981, wants copy of article "My Heart's on the Soo Line" and other Soo material for scrapbook.

J. B. CHAMBERS, Sr., 126 Forest St., Reading, Mass. 01867, buys abandoned rr. stock certificates to display in rr. museum.

ROBT. CHILCOTE, 706 Johnson Ave., Bedford, Ohio 44014, wants rr. and interurban conductors' cap insigna, also LSE, CSW&C, NOT&L whistles and airhorns.

EDDIE CHASE, 16233 Lilac Lane, Los Gatos, Calif., buys 5x7 and 5x8 pix SP 2-6-0 1660.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, trades, buys Alco, Baldwin, Lima, steam builders photo cards.

CHAS. CLARY, 1317 Roosevelt St., Waycross, Ga. sells emp. tts., tts., steam pix. rr. books, mags., number plate of SOU 4870. (SSE).

CLIFF COMER, 3718 E. 4th St., Dayton, Ohio 45403, buys, sells, trades rr. hand lanterns. State markings on frame and globe, height and color of globe. Odd and old ones preferred.

DENNIS CONNIFF III, 4201 Wm. Fleming Court, Fort Worth, Tex. 76115, sells 35 mm color slides, size 616 negs., pix, many rrs. List 10¢.

R. R. CRAIN, 626 S. Hoefner Ave., Los Angeles, Calif. 90022, sells pix, tts., passes, books, rosters, etc. No list. (SSE). Wants '25 PRR loco roster.

AL DREYER, Wales, Mass., sells CTC, interlocking machines, lower quadrent semaphores, order boards, etc.

AL EISENBERG, 2744 N.E. 34th Ave., Portland, Ore. 97212, sells emp. tts., Off. Guides, other railroadiana.

Miss CAROLYN ERICKSON (age 14), 22200 E. 36½ St., Minneapolis, Minn., wants pen pals.

ROBT. ESCHENBERG, 13420 Turquoise N.E., Albuquerque, N.M. 87112, is disposing of collection of Railroad Magazine, Trains, Model Rrer, RMC, books, etc. (SSE).

CARL FELTON, 6629 E. Michigan St., Indianapolis, Ind. 46219, wants pix and info. on PRR 6454

L. L. FETTIG, Box 436, Novi, Mich. 48050, wants 1957 and later rulebooks of WAB, C&O, B&O.

GEO. FIZER, Box 267, Oakland, Md. 21550, wants pix of WM Nos. 103, 725 and B&O 17 and Shay No. 4, any size.

O. B. FLINCHPAUGH, Jr., 3436 Cheviot Ave., Cincinnati, O. 45211, will trade '16 Kanawha & Mich. emp. tt. for T&OC or Z&W of approx. same date. Wants pre-'36 NYC loco pix.

ED FULCOMER, Rte. 3, 1706 Hillside Dr., Fort Collins, Colo., sells negs., slides Colo. rrs. on approval. Trades some items.

BILL GOESCH, 2942 Cleveland, N.E., Minneapolis, Minn. 55418, wants "Popular Picture and Plan Book of RR. Cars and Locos." (1951), also "100 Years of Steam Locomotives" by Lucas.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., trades, buys rr. stocks and bonds, esp., Western steam roads.

MISS COLLEEN HALL (age 16), Star Rte., Garberville, Calif., wants pen pals from Portland, Ore., or anywhere in Calif.

C. W. JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells steam and interurban pix and negs. (SSE).

BOB JOHNSON, 345 Elm Park Ave., Elmhurst, Ill., wants GTW railroadiana, esp. hardware.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells old issues Railroad Magazine, Trains, R&LHS Bulls., model mags., etc. (SSE) Buys collections of such mags., good cond.

RON LEWIS, 5235 ¾ Oliva Ave., Lakewood, Calif., trades size 120 and 2¼x2¼ negs. LAMTA, SF MUNI for BTC, DCT, PTC, PRC, SHRT, etc.

ELVIN LIQUE, 917 N. 3 Ave., Wausau, Wis., buys 35mm color slides of GM&O GP30's, GP35's, AA, CP, MP, L&N, GP35's, EL, D&H ACL DL-628's.

A CLIFFHANGER!

Have you ever been a passenger on a runaway train? Suppose you had been on this one that lost its brakes in the high Andes! I knew we were in for trouble when the black and yellow sign flashed by my window, and I read the terrifying words: Danger! Extreme gradient begins here. This was the world's steepest rail descent, and we were doing ninety miles an hour and headed for a viaduct that hung 2,000 feet between us and eternity. I was willing to risk one slim chance for salvation when a trigger-happy South American colonel pushed a .45 into my belly.

James Galt's story of death at 2,000 feet is an eye-witness account of a disaster that shouldn't have happened. Read "I Rode a Death Train" in February TRUE ADVENTURES.

NOW ON SALE

INVENTOR OF SWITCH AND SIGNAL DEVICES

The late Capt. Albert G. Cummings was a prolific inventor of railway signal appliances, reports his great-grandson, L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603. The list includes 18 separate patents, issued between Sept. 1, 1874, and July 12, 1887, as follows:

Axle box, interlocking switch and signal, deflection stand for switch operating rods, interlocking switch and signal apparatus, switch stand, device for operating signals for railways, switch operating device, interlocking apparatus, deflection stand for switch and signal railway switches and signals, two different semaphore signals, railway signals, and hydraulic signal and switch stand.

Some patents were assigned to Pennsylvania Steel Co. (now Bethlehem Steel, Steelton, Pa.) and others to Union Switch & Signal Co. The captain also invented a clothes pin in 1876 and a hydraulic packing device in 1903. He died on his farm at Millersburg, Pa., in 1911.

Mrs. J. MACLEAN, Channel Rock Farm, Whaletown, B.C., Canada, wants to borrow pix of Kettle Valley RR. for historical booklet.

LARRY MAHER, 706 E. Franklin, Clinton, Missouri, will sell Railroad Magazine '47-'53, Off. Guide 4/46, 3/47, 7/53.

JOHN MARSHALL, Box 3245, Olympic Station, Beverly Hills, Calif., wants trolley books, pix of PTC, PST, CTA, PRC, CTS, Akron, Detroit, DCT, BTC, MTA.

WALT MATUCH, 182 Prospect Ave., Bayonne, N.J. 07002, will sell 4x5 negs. U.S. and Canadian rrs. No list. (SSE).

CHAS. McLARTY, Church St., Black Mountain, N.C., will sell or trade PRR 11sa bldrs.'s plate, N&W 2186 headlight. Wants to know whereabouts of abandoned steam olcos and parts.

HARRY MILES, 1808 8th St., St. Cloud, Fla., sells back issues Railroad Magazine, Trains, bks., pamphlets, slides, railroadiana. (SSE)

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, wants C&NW, CSPM&O tts. 1848-1950.

TIM MORRIS, 3545 Cody Rd., Sherman Oaks, Calif., wants slides and pix of SP&S diesels, esp. Alco's, and pass. cars.

RON MORSE, 893 Linda Vista, Banning Calif., wants info., pix on NYC wreck at Trenton, Mich., about 12 yrs. ago.

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa., trades orig. color slides, sells color pix on approval: BTC, B&QT, TARS, PRR, etc.

C. L. NELSON, 821 W. Idaho Ave., St. Paul, Minn., will sell Ry. Age annual outlook issue '41-'56. Buys color slides NYNH&H diesels.

Miss POLLY OPPETT (age 14), 1510 Hope St., South Pasadena, Calif., wants pen pals.

C. G. PARSONS, 123 Riverdale Rd., Liverpool, N.Y. 13088, will sell 4 CP steam action dupl. 35mm slides.

JOHN PAWSON, 1712 Alba Rd., Willow Grove, Pa. 19090, wants pix, tts., info. on RDG New Hope branch.

J. H. PHELPS, 2230 Texas St., Salt Lake City, Utah 84109, sells emp. tts., tts., Off. Guides. (SSE)

TIM PHELPS, 1086 Arlington Rd., New Milford, N.J., wants pre-'55 NYS&W tts.

H. PROCTOR, Box 2617, Fort Douglas, Utah 84113, sells size 616 diesel negs. Sample 25¢. Sells back issues of Railroad Magazine, Trains. (SSE)

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, wants B&O tts., emp. tts., dining-car menus, emp. mags. Trades various railroadiana. (SSE)

FRANK RAUSCH, 100 E. Wilkes-Barre St., Easton, Pa., will sell Navy surplus 4-wheel caboose trucks.

B. F. ROBERTS, 2404 Norwood Ave., Savannah 6, Ga., wants to hear from anyone in his area interested in forming railfan club.

Miss DIANE SAND (age 14), 260 Second Ave., S.E., New Brighton, Minn., wants pen pals.

K. SCHMELZER, Box 28, Issaquah, Wash., will trade size 620 negs. Western logging equip. for Southern loggers.

DICK SHANNAHAN, 126 Beethoven St., Binghamton, N.Y. 13905, wants Erie, DL&W, D&H emp. tts. from '30's.

M. O. SKIDMORE, 12974 Regan Lane, Saratoga, Calif. 95070, buys, trades rr. literature, incl. rr. fiction.

RUDOLPH WITTEMANN, 6 Benson Rd., Kendall Pk., N.J., sells back issues Railroad Magazine, Trains, Mdn. RRs., etc. (SSE)

F. H. WORSFOLD, Box 64, El Cajon, Calif., sells comprehensive index of loco rosters appearing in Railroad, Trains, other mags. Details 10¢.

DENNIS WOZNICZKA, 1804 LaPorte Ave., Whiting, Ind. 46394, sells, trades tts., emp. tts. List free.

JOE STAUBER, 709 W. Arnold, Marshfield, Wis., sells original 35mm color slides on approval, 40¢ ea., mostly SOO diesels, very few steam. No list.

W. C. THURMAN, 4733 Morganford Rd., St. Louis 16, Mo., will sell or trade MP and RI negs., size 120.

AVERY VON BLON, Box 6422, Waco, Texas, will sell or trade complete set of Railroad Magazine, 1937-'47.

NORMAN WHITE, Box 396, Tavernier, Fla., wants info. on rr. system of cypress logging industry in Fla. Everglades.

STEVE ZAWACKI, 19366 Fenelon Ave., Detroit Mich. 48234, sells souvenir ball-point pens showing steam loco, 30¢ postpaid.

BOB HESS, RD 5, Box 80, Flemington, N.J. 08822, sells railroadiana, emp. tts., rr. station items. Wants signal equipment.

CHAS. HOLBERT, 3105 Senaca St., Flint 4, Mich., wants reproductions of Mallet pix for framing.

URICH HUELLENHAGEN, Mackestrasse 12, 53 Bonn, West Germany, wants pen pals interested in trains, locos. He writes English.

G. M. KIDDER, Acton, Mass., will sell elec. headlight from RF&P "Potomac" series steam loco, also 1883 Travelers Official Guide. (SSE)

FRANCIS LaPRISE, 70A Roslin St., Boston, Mass. 02124, prints model or obsolete rr passes, letterheads, envelopes. Sample and prices, 10¢ (refunded)

ROBT. LOOKUP, Huron College, Huron, S.D., wants Trains (1941-'49), pix PRR's Williamsport-Sodus Point branch; and NH's Norwalk-Danbury branch.

W. A. LUCAS, 56 Tuxedo Ave., Hawthorne, N.J., wants photos of Pullman obs-parlor cars "Ridgewood" and "Rutherford" which ran on Erie about 1908.

JIM SEACREST, 2750 Woodcrest, Lincoln, Neb. 68502, wants size 616 or larger negs. of CB&Q diesels 9138, 9146, 9360, 9375, 9915A, 120D, 125A, other CB&Q, C&S, FW&D diesels.

Miss BETTY JANE SIMMS (age 19), 26 Ridge Road, Radford, Va., wants pen pals interested in steam locos.

DON SNOWDEN, Jr., 81 Concord Rd., Billerica, Mass., wants pix or info. on any PCC trolleys; say if they ran in subway.

ROGER SPOTSWOOD, 3685 Livingston House, ISU, Ames, Iowa, wants traveling companion to Mexico to see all steam possible, Dec. 19—Jan. 3.

AL STARK, 30767 Brentwood, Southfield, Mich., wants tts. and emp. tts. of any major US rr., esp. RI, E-L. LV, CB&Q, WAB, MILW.

Model Trading Post

BOB ADAMS, 520 W. Mineral, Platteville, Wis. 53818, wants HO gage trolleys, any cond.

C. K. GIVEN, 2557 S. Parkview Dr., Norristown, Pa. 19402, will sell HO ten-bench, single-truck, open trolley. (SSE)

BOB HESS, RD 5, Box 80, Flemington, N.J. 08822, sells std.-gage Ga. No. 1, Marklin HO equip.; wants O scale frt. cars, exc. cond.

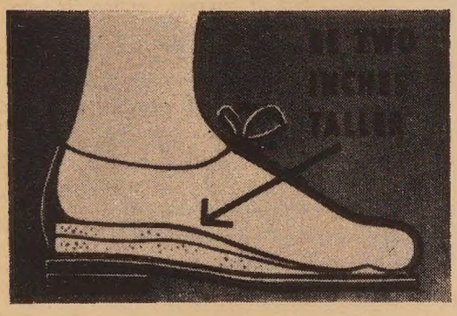
RON MORSE, 893 Linda Vista, Banning, Calif. 92220, sells Lionel O gage trains.

BOB WARREN, 2157 Capri Dr., Clearwater, Fla. 33515, sells rr. equip. drawings or will trade for HO craftsman type kits.

men's mart

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.

CLASSIC CHESSMEN are fashioned after the sculpture of ancient Rome. 4½" King is Augustus; the Queen, Livia; the Bishop, Cicero; the Knight, a mounted soldier. All heavily weighted and felted. Alabaster white and granite gray. $10.95 ppd. De luxe set in leatherette case, $15.95. Empire, AMG, 125 Marbledale, Tuckahoe, N.Y.



STAND TALLER—Now you can add almost two full inches to your height the moment you slip these invisible height-increase pads into your shoes. Sturdily constructed of felt and foam, they're perfectly comfortable, totally undetectable. Send shoe size. Pair, $2.98 ppd. Vanguard, Dept. AMG, P.O. Box 1623, N.Y. 10017.

LOVABLE MONSTERS from outer space to delight **yours!** There are 7 giant, inflatable, latex toys from Creepy Beetle of Mars to Spider Man of Uranus. Let 'em swing and sway, rock 'n' roll, wiggle 'n' bounce. They range in size from 1½ ft. to about 5 ft. tall. Colorful fun for all. 7 for $1 plus 25¢ postage. Hubbard House, Dept. AMG, 176 Federal St., Boston, Mass.

BORROW BY MAIL!

ONLY $54.00 A MONTH REPAYS $1215

Borrow $111 to $1215 entirely by mail! Pay *all* your bills with a confidential loan from Postal; *only one small monthly payment* instead of many. Over 59 years of dependable service to people throughout the U.S.A. State-licensed—your assurance of fair rates and supervised reliability. *Fast, Airmail Service. Try Us!*

POSTAL FINANCE CO., Dept. 32-B
200 Keeline Building
Omaha, Nebraska 68102

SELECT LOAN HERE	
Cash You Receive!	30 Monthly Payments
$111.	$ 5.00
$315.	15.00
$510.	24.00
$1000.	45.00
$1215.	54.00

D. J. Levitt, President
POSTAL FINANCE CO., Dept. 32-B
200 Keeline Building
Omaha, Nebraska 68102
Rush FREE complete Loan Papers.

AMOUNT NEEDED
$

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

ATTENTION! ALL MARRIED MEN AND WOMEN OVER 40 YEARS OF AGE

"Happy" provides something different and gives you a thrill you will never forget.

ORDER YOUR "HAPPY" PACKAGE TODAY!

PLAINS SALES COMPANY
P.O. Box 1111, STAMFORD, TEXAS 79553

☐ I enclose $1.00 for regular size.
☐ I enclose $5.00 for economy size.
I am to receive this order postage paid and marked "Personal". I am over 21.

Name .....

Address .....

City ..... Zone ..... State ..... Code .....
NO C.O.D.s PLEASE

EXCLUSIVE 3-WAY HEAVY KNIT HOOD, HAT OR UNDER CHIN

STORM HOOD

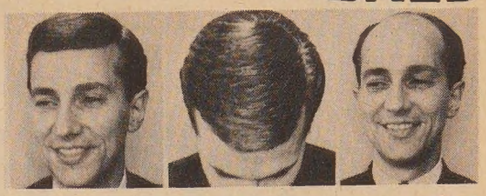
$1.00 plus 20c postage and handling for each hood

Anyone who goes outdoors when it's cold and damp, needs this sensational new design. Wonderfully warm, it protects your head, mouth, neck and ears, keeps out cutting wind and biting cold. Available only by mail in red, blue, black, green. Fits men, women, children. Money back guar. 70% wool (contains 30% cotton—no itching).

6 for $6 ppd.
FREE GIFT CATALOG

BARCLAY DISTRIBUTORS, Dept. 71-AB
170-30 Jamaica Ave., Jamaica, N.Y.

NO NEED TO BE BALD



No need today to look other than your best. When you know you do, you feel better, do your job better—and you're more fun! Don't be ignored because you look older than you are. Clean, cool, new flexible base, contoured to each individual bald area. NO NET, NO GLUE, NO FUSS, NO MUSS. The only answer—TAYLOR TOPPER.

MAIL COUPON NOW, COMPLETE DETAILS FREE TAYLOR TOPPER, 123 W. 28 St., New York 1, N. Y. Dept. 6070 Please mail FREE literature on TAYLOR TOPPER in plain white envelope, positively no obligation on my part. Advise office address closest to me.

Name _____

Street _____

City _____ State_____

INSIDE facts you should know about DICE and CARDS

Perfect Dice, Magic Dice, Magic Cards, Poker Chips

FREE Catalog

O. C. NOVELTY CO. Dept. AM-2
1311 W. MAIN ST. • OKLAHOMA CITY, OKLA.

Quick Draw Western GUNFIGHTING RIG

$19.50 complete

Sixshooter Cal. .38 S&W with top grain cowhide fast draw holster with leg tie and adjustable buscadero belt. (Specify right or left hand draw.)

EXTRAS FOR INDOOR QUICK DRAW PRACTICE: Special kit of Speer reusable plastic bullets, cartridge cases and primers, 50 rounds, $2.75. Live ammo available for home protection use, 50 rounds, $3.00. Plastic stag or pearl grips, $2.50 extra.

TWO GUN RIG . . . $35.00

SEND $10.00 DEPOSIT. Shipped F.O.B. Culver City, Balance C.O.D. 10-day money back guarantee.

MARTIN B. RETTING, INC.
11029 Washington Boulevard, Dept. J , Culver City, California

SAVE 1/2 ON "NEW SOUND" ELECTRONIC ACCORDIONS*

BIG DISCOUNTS! Importer-to-you Prices

42 STANDARD AND ELECTRONIC MODELS for Students, Teachers and Professionals

FREE GIFTS E-Z Lesson Course, Year's Music Supply, Music Stand, Straps, and Case... Many More!

RUSH COUPON

Easy Terms • Low as $7.95 a Month

*Rush coupon for ***proof*** you save up to 50% off retail prices of comparable accordions! ***BUY DIRECT*** —Low Importer-to-You prices. World's largest accordion dealer. All famous makes. 42 New ***Electronic*** & Standard models, Amplifiers. Popular "Button type" accordions, too! Lifetime Performance Policy. Money Back Guarantee. Easy terms. Big Trade-In. Color Catalogs, Selection Guide and Discount Prices—FREE!

5 Day Home Trial

Accordion Corp. of America, Dept. AM-15
5535 W. Belmont, Chicago, Ill. 60641

Free Color Catalogs • Discount Prices

Accordion Corp. of America, Dept. AM-15
5535 W. Belmont, Chicago, Ill. 60641
Send FREE—Color Catalogs of Accordions and Amplifiers, Selection Guide, Color Chart, Discount Prices, Home Trial Plan.

NAME_____

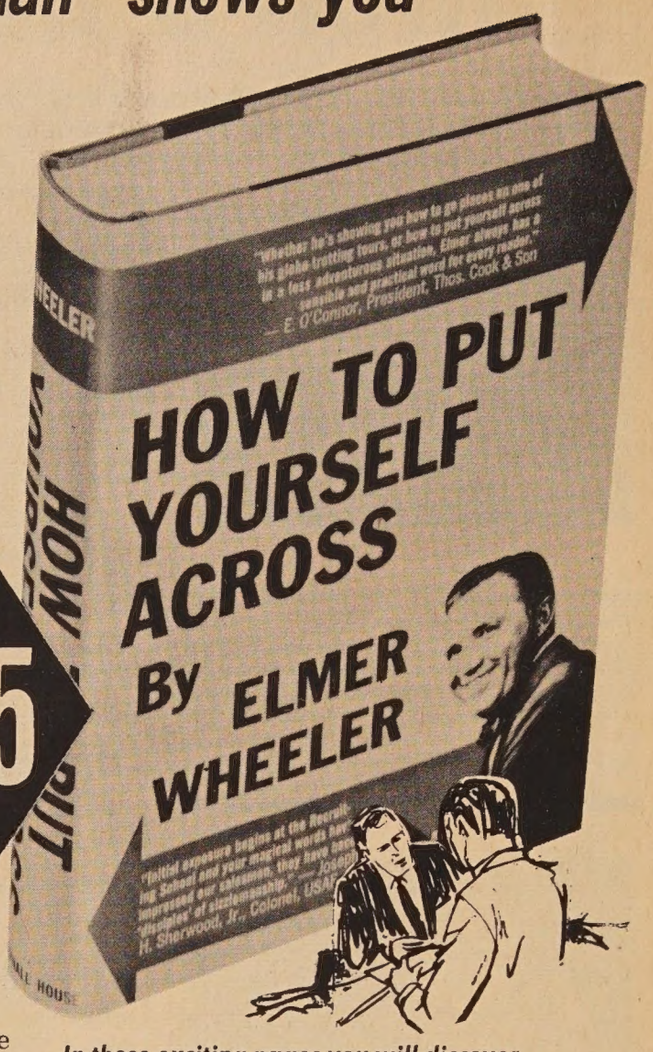
ADDRESS_____

CITY_____ ZONE____ STATE_____

( ) Check here if you have a Trade-in.

Now— "America's #1 Salesman" shows you

How To Put Yourself Across



Yes, step by step, Elmer Wheeler shows you how to make your day-dreams come true . . . 8 rules for self-made people . . . 6 ways to conquer complexes . . . how to overcome inferiority . . . the art of conversation . . . how to know what you want in life, and how to set your ideas into vital motion!

only $2.95 (regular price $4.95)

Here, too, you'll discover why it pays to:

- **BE A GOOD LISTENER**
- **ADMIT IT WHEN YOU ARE WRONG**
- **GIVE PEOPLE AN INCENTIVE**
- **NOT CORRECT OTHERS — HELP THEM**
- **RADIATE WARMTH**

As you read Elmer Wheeler's new book and start to apply these amazing simple techniques, you'll actually feel yourself changing into a more confident person . . . a person who, aglow with an understanding of human emotions, can meet challenges, overcome personal defeats, and win the respect of others.

Here is the blueprint Elmer Wheeler himself has used to become one of the nation's top salesmen . . . to inspire millions with his success philosophy . . . to reach the top income brackets. Check the chapter headings — then let each one be *your* guide to a happier and more successful life.

Special Sensational Offer!

This book, a best-seller at $4.95, is yours for a limited time only at the amazing price of $2.95. Read it. Study Elmer Wheeler's exciting formula for personal success. *You have a money back guarantee that it will work for you, as it has for thousanss of others!* Full refund privilege is guaranteed if it doesn't help you!

In these exciting pages you will discover hundreds, literally hundreds of ways to make you vital, dynamic — more successful in life!

Here are some of the power-packed chapters you will read:

- How to win others to your way of thinking for everlasting friendship
- Sizzling ways to make people feel like a million dollars
- How an inferiority complex saps your energy, drains pep, loses friends — and what you can do about it
- How to harness an inferiority complex and make it work overtime for you
- How to make people do things for you
- How to make your day-dreams come true
- Two word system to win friends and friendships
- Don't hide yourself behind a mask of put-on modesty
- Pick the right day to ask people for favors
- The hypnotist's great secret that anyone can use to influence people
- How to get the full attention of people
- Have a genuine regard for others and in so doing have many friends

ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

Here's what famous executives say about Elmer Wheeler: "Whether he's showing you how to go places on one of his globe-trotting tours, or how to put yourself across in a less adventurous situation, Elmer always has a sensible and practical word for every reader."—*E. O'Connor, President, Thos. Cook & Son.*

"Initial exposure begins at the Recruiting School and your magical words have so impressed our salesmen, they have become 'disciples' of sizzlemanship."
—*Joseph H. Sherwood, Jr., Colonel, USAF*

Self Improvement Books
Box 3141, Grand Central Station
New York, N. Y. 10017

Rush _____ copies @ $2.95

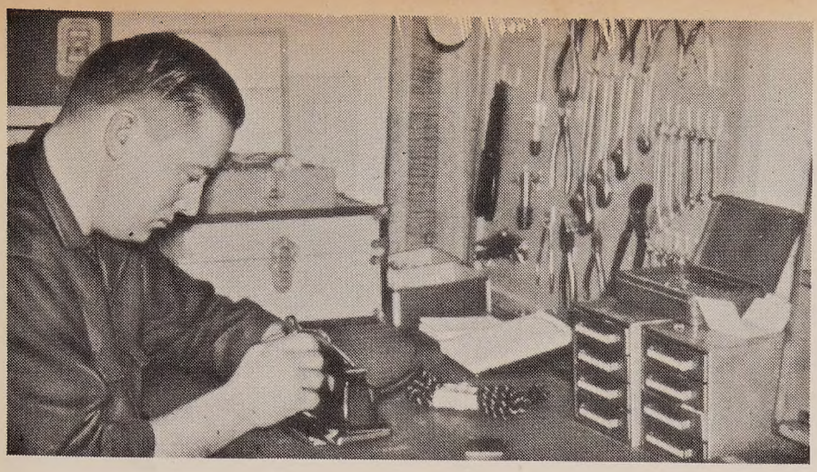
Enclosed is check or M. O. for $_____

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____

(Add 35¢ postage and handling)



Has shop in basement — gets "more and more work all along"

"I HAD PRACTICALLY no knowledge of any kind of repair work. One day I saw the ad of NRI in a magazine and thought it would be a good way to make money in my spare time. Now I am busy almost all my spare time and my day off—and have more and more repair work coming in all along. I have my shop in the basement of my home."

—JOHN D. PETTIS,
172 N. Fulton, Bradley, Illinois

IF YOU'VE BEEN WANTING TO START "A LITTLE BUSINESS OF YOUR OWN" IN YOUR BASEMENT OR GARAGE

CHECK the advantages of NRI training in Servicing Electrical Appliances

- ☐ **STEADY DEMAND** for your services. Over 400 million appliances in U.S. – 6 million sold last year alone – mean shortage of trained appliance service men.
- ☐ **NO ELABORATE EQUIPMENT NEEDED** — just simple hand tools, and Appliance Tester which we provide at no extra charge.
- ☐ **START SMALL – GROW BIG.** You can start out in your own basement or garage, in spare time. Gradually expand until you open your own shop.
- ☐ **NO NEED TO RISK YOUR SAVINGS.** Many businesses require a sizable investment. But here you can build up a following of customers *first*, then open a full-time shop if you wish to.
- ☐ **EARN $3 TO $5 PER HOUR.** Fixing appliances is a high-paying skill because the demand for trained men is so great.
- ☐ **ENJOY SEMI-RETIREMENT ON A GOOD INCOME.** When you're ready to retire, you can devote a few hours a day to this work. Live and work anywhere you please.
- ☐ **NO PREVIOUS EXPERIENCE OR TRAINING NEEDED.** We tell you and show you everything you need to know, in plain English and clear pictures.

IF YOU'RE like so many men today, you've been "hankering" to start "a little home business of your own." In spare time at first, then maybe full-time later on. Something you'd enjoy – and that pays well. Something that fills an existing need in your neighborhood or town – that "sells itself," without any high pressure arguments – that doesn't take a big investment or elaborate equipment.

This is it—Servicing Electrical Appliances! Now is the perfect time to get into it. Sales of electrical appliances have skyrocketed. Look how YEARLY SALES have risen since 1950: Coffee Makers – from 900,000 to 4,750,000. Room Air Conditioners—from 200,000 to 1,800,000. Clothes Dryers—from 318,000 to 1,425,000. Floor Polishers – from 240,000 to 1,090,000. No wonder that men who know how to service appliances properly are making $3 to $5 an hour—in spare time or full time!

Your Skill Always in Demand — "Set Up Shop" Anywhere

People need their appliances fixed in good times or bad. Once word gets around that you are trained to service them, you'll have plenty of work.

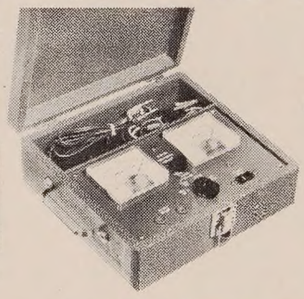
Your training costs less than 20¢ a day. And you need only the few basic tools you may already have – and an Appliance Tester which we provide at no extra charge. You can work anywhere—in a corner of your basement or garage, even on the kitchen table. If you like, you can open up your own shop, have others work for you. And you can save money by fixing your own appliances.

FREE BOOK
and Sample Lesson

Our 24-page Free Book tells how you can "cash in" on America's "Electrical Appliance Boom"—the money our students are making, what they say about us.

Free Sample Lesson shows how simple and clearly illustrated our instruction is—how it can quickly prepare you for a profitable future in this big field. Mail coupon, letter, or postcard to: *National Radio Institute, Dept.* 732-025 *Washington 16, D.C.* (No obligation – and no salesman will call on you.)

EARN WHILE YOU LEARN
with this APPLIANCE TESTER
— Yours at No Extra Charge



Your NRI Course comes *complete* with all the parts to assemble a sturdy, portable Appliance Tester that helps you earn while you learn. Easy-to-follow manual tells how to assemble and use the Tester *right away*. Locate faulty cords, short circuits, poor connections, etc. in a jiffy; find defects in house wiring; measure electricity used by appliances; many other uses.

With this Tester you save time and make money by doing jobs quicker, making sure appliances operate correctly after repairs.

NATIONAL RADIO INSTITUTE
Dept. 732-025 *Washington 16, D.C.*

Please send me Free Book about your Electrical Appliance Repair Course and a free Sample Lesson. I am particularly interested in:

☐ Spare Time Earnings ☐ Business of My Own ☐ Better Job

I understand there is no obligation on my part; and no salesman will call.

Name.....

Address.....

City.....Zone.....State.....

Accredited Member National Home Study Council

WILL YOU WORK SATURDAY MORNINGS for $5.00 to $20.00 EXTRA?

THIS SPARE TIME SHOE BUSINESS CAN MAKE BIG MONEY FOR YOU...

DON'T invest a cent. We give you a FREE SELLING OUTFIT!

It's just like having an EXTRA payday *every week* . . . just for showing friends, relatives and neighbors how they'll "*walk on air*" in Mason comfort shoes! Many a man sells 2, 3, 4 or 6 pairs of Mason shoes on Saturday morning alone—and makes himself as much as $5 to $20 or more extra for 2 or 3 hours of his time. *You keep all of your profit!* We furnish you a FREE selling outfit containing everything you need to start making money right away. We carry the stock for you and ship the shoes for you—your profit is clear! You never invest a cent. And think what you'll save on your own shoes, too!

Here's Why You'll Make Money!

You'll take orders for over 275 different shoe styles for dress, sport or work, for men and women—a far greater selection than any neighborhood store can possibly stock. And you can fit almost anyone! You'll draw from our 300,000-pair stock with sizes ranging from 2½ to 16, widths AAAA to EEEE! You'll feature exclusive Velvet-eez shoes with foamy-soft air-cushion innersoles that let you "walk on air." You show many other exclusive features . . . Ripple Sole Shoes, Oil-Resistant Work Shoes, Magic Shu-Lok Shoes, colorful styles for women —a line that's far beyond the reach of any store. That's why EVERYBODY is your prospect. And because Mason Shoes are never sold through stores, folks must buy from you!

Sales Equipment Absolutely FREE

Fill out and mail coupon below. We'll rush you your FREE selling outfit. Kit features 275 fast-selling shoe styles, plus foolproof measuring equipment—and "How To Make Extra Money" booklet. Send no money now or later. You get everything you need to start. Rush coupon for your FREE selling outfit . . . have an EXTRA payday next Saturday! Act today!

MASON SHOE MFG. CO.
Dept. F-407,
Chippewa Falls, Wisconsin

RUSH STARTING OUTFIT

MR. VICTOR MASON
Mason Shoe Mfg. Company, Dept. F-407, Chippewa Falls, Wisc.

Dear Victor: Please rush FREE and postpaid my Starting Shoe Business Outfit with EVERYTHING I need to start making extra cash Saturday mornings.

Name_____
(PLEASE PRINT)

Address_____

Town_____ State_____